

Memoires
Relating to the
S T A T E
OF THE
ROYAL NAVY
OF
E N G L A N D,
For Ten Years, Determin'd
December 1688.

*Quantis molestiis vacant, qui nihil omnino
cum Populo contrahunt? Quid Dulcius
Otio Litterato? Cic. Tusc. Disp.*

L O N D O N:
Printed for Ben. Griffin, and are to be sold
by Sam. Keble at the Great Turks-Head in
Fleet-street over against Fetter-Lane, 1690.



Mens cuiusque is est Quisque

Memoires

Relating to the

S T A T E

OF THE

ROYAL NAVY

OF

E N G L A N D,

For Ten Years, Determin'd

December 1688.

*Quantis molestiis vacant, qui nihil omnino
cum Populo contrahunt? Quid Dulcius
Otio Litterato? Cic. Tusc. Disp.*

L O N D O N:

Printed for Ben. Griffin, and are to be sold
by Sam. Keble at the Great Turks-Head in
Fleet-street over against Fetter-Lane, 1690.

Attest

S. T. A. T.

ROYAL NAVY

ENGAGEMENT

For the Year 1881

December 1881

On the 1st day of December 1881
at the Admiralty, London

LONDON

Printed for the Admiralty, and are to be had
of the Stationers, 10, Abchurch Lane, London
E.C. 4

Memories

Relating to the

S T A T E

OF THE

ROYAL NAVY

OF

ENGLAND.

P.R.
P515M

T Was in *April* 1679, April 1679
when (my unhap-
py *Master*, his then
Royal Highness, having but
newly been commanded a-
broad, and my self now shut
B up

Memoires touching

*Admiralty-
Manage-
ment alter-
ed,*

up in the *Tower*) *His Majesty* K. Charles the Second was led to the exchanging the *Method*, wherein the *Affairs* of his *Admiralty* had for some years before been manag'd under his own Inspection, for that of a *Commission*, charg'd with the *Execution* of the whole *Office* of his *High Admiral*.

*The Jun-
cture proper
for the Alte-
ration.*

An Occurrence carrying this in it of peculiar; That no one *Article* of *Time* appears within the whole *History* of our *Navy*, wherein this could have fallen out more equally towards the *Persons* immediately inte-

interested in the *Alteration*. Forasmuch as (by occasion of a *War* then newly in agitation with *France*) the *State* of the *Navy* had past an *Inquisition* so publick and solemn (extant at this day in the *Registers* both of *Parliament* and its own) as no time can shew to have at once been ever before taken; leaving no room for *Controversie* (under any future *Events*) touching the condition wherein the *Navy* was at that time, either deliver'd over by the one, or taken in charge by the other.

*Inquisition
into the Na-
vy by Par-
liament.*

State of the
Navy then.

*Which Condition was shortly
this, viz.*

*Ships in Sea-
Service.*

I. The Gross of the *Fleet* of *England* was in that state of *Repair*, as (in prospect of the foremention'd *War*) to have had but few Months before, and upon less than four Months warning, actually in *Sea-service* and *Pay*, compleatly furnished with six Months *Sea-stores*, *Eighty three* of His *Majesties* own *Ships* of *War* and *Fire-Ships* (over and above Merchant-men, and the numerous Train of *Ketches*, *Smacks*, *Yachts*, and other small Craft, atten-

attending the same) and these of the highest, as well as other Rates, employing in the whole above 18000 Men, as follows.

Abstract of the Fleet in August, 1678.

| | N ^o | Men. |
|---------------------|----------------|-------|
| <i>Rates</i> — | 1 — 5 — | 3135 |
| | 2 — 4 — | 1555 |
| | 3 — 16 — | 5010 |
| | 4 — 33 — | 6460 |
| | 5 — 12 — | 1400 |
| | 6 — 7 — | 423 |
| <i>Fire-Ships</i> — | 6 — | 340 |
| <hr/> | | |
| <i>Total</i> | 83 — | 18323 |

Of which were left in like
B 3 Sea-

Memoires touching

Sea-Pay at the time of my *Confinement*, Threescore and Sixteen of the following *Rates*, bearing 12000 Men.

Abstract of the Fleet, left by
Mr. Pepys in Sea-pay,
April 1679.

| | N ^o | |
|---------------------|-----------------|-------------|
| | { 1 ——— 1 } | |
| | { 2 ——— 3 } | |
| | { 3 ——— 15 } | |
| <i>Rates</i> — { | { 4 ——— 30 } | <i>Men.</i> |
| | { 5 ——— 12 } | |
| | { 6 ——— 7 } | |
| <i>Fire-Ships</i> — | 8 | |
| | <hr/> | |
| | <i>Total</i> 76 | |

II. The whole *Residue* of
the

the *King's Repairable Ships* Condition of those in Har-
bour. were (upon no less solemn an *Enquiry*) reported within the same time, by the *Surveyor* of his *Navy*, and *Body* of the *Navy-Board*, in a condition of being thoroughly fitted for the *Sea* and furnish'd with *Sea-stores* for 50000 *l*.

III. And towards this, and the answering what extraordinary *Supplies* this *Fleet* (had not the *War* prov'd abortive, and the *Ships* with their *Stores* Stores in Magazine. been thereby in the main soon brought in and laid up) might have had occasion for, beyond its fore-mention'd six Months ;

Memoires touching

a further *Reserve* remain'd untoucht in *Magazine*, to the value of *Threescore thousand pounds*.

Thirty Capital Ships in Building.

IV. Lastly, A *Force* additional to all this of *Thirty Capital Ships* was then actually in *Building*; Whereof Eleven newly *Launch'd*, and the Remainder (all of them) under an assiduous prosecution upon the *Stocks*. An Addition, rendering the *Whole* a Security not unequal (ordinary *Providence* concurring) to the publick *Ends* of it, in the maintenance of the *Peace* and *Honour* of the *Government* on *Shore*, and support of its ancient,

the **Royal Navy.**

09

ancient, rightful, and envy'd *Ti-
tle to Dominion at Sea.*

This was the *Posture* of the
Royal Navy at the time of my
Removal from it. Concerning
which I shall take the liberty
only to say, That though I am
one, who could never think
any room left for a *Subject's*
Supererogating in the honest
Service of his *Prince*; yet can-
not I but own so much content
in the contemplation of that
little *Part* I had born in the ren-
dring it such, as may reason-
ably arise from the not being
conscious of any one *Instance*
to

State of the Navy of England in no time better. to be shewn me through the whole *Marine History* of *England*, of a time wherein its *Navy* had been ever before recorded in a better.

May 1679,
Commission
of the Admi-
rality its Date
and Dura-
tion.

And so sets out this *Com- mission* in May 1679, continu- ing in its Execution five years.

During which, being my self wholly sequestred from that and all other *Publick Affairs*, Those of the *Navy* became foreign to me; as having no other Notices concerning them, than what too often occur'd in common conversati- on, touching the effects of *In- experience*

the Royal Navy.

II

experience daily discovering *Conduct* themselves in their *Conduct*; *thereof observed.* and (what was no mean *Addition* to it) the unconcernment wherewith his then *Majesty* was said to suffer his being familiarly entertain'd on that Subject; while at the same time his transcendent *Mastery* in all *Maritime^m Knowledge*, could not (upon the least *Reflection*) but bring into his view, the serious *Reckoning* the same must soon or late end in, to his *Purse* and *Government*. As at the five *years* end it prov'd to do.

When (in May 1684.) be- May 1684.
ing

Memoires touching

*Navy resumed into the
Kings own
hands, assisted
by his R.H.*

*Mr. Pepys
recalled.*

ing self-convinc'd of the in-
expediency of his longer
continuing the *Navy* under
that *Management*, He was
pleas'd to come to a sudden
determination, of resuming the
Business of it into his *own*
Hands, assisted by his *Royal*
Brother then come back, and
by his *Commands*, (neither
sought-for, nor foreseen, but
brought me expressly from
Windsor by the Lord *Dartmouth*)
to require my immediate Re-
turn to the *Post* I had formerly
had the *Honour* of serving him
at, therein.

*Pursuant hereto, the late Com-
mission*

mission being dissolv'd, and His Majesty taking to himself the Personal *Direction* of its Work; He judg'd it for his Service to begin with a fresh *Enquiry* into the *Condition* wherein his Navy was now return'd him, and found the *Result* of it this.

*Admiralty
Commmissions
dissolved.*

*A Review
of the Navy
as returned
to the King,
here stated.*

I. *Four and Twenty* of his Ships (and no more) were then at Sea, and those of the following *Rates* (not one above a fourth) employing but 3070 Men.

Ships at Sea

Memoires touching

*Abstract of the Fleet at Sea at
the Close of the Commission
of the Admiralty, May 1684.*

| | N ^o . | Men. |
|-----------------------|------------------------------|------|
| <i>Rates</i> — | 4 th . ——— 12 ——— | 2120 |
| | 5 ——— 5 ——— | 560 |
| | 6 ——— 5 ——— | 325 |
| <i>Fire Ships</i> ——— | 2 ——— | 65 |
| <i>Total</i> | 24 ——— | 3070 |

*Condition of
those in Har-
bour.*

II. The Remainder of the Na-
vy in Harbour so far out of Re-
pair, as to have had the Charge
of that alone (without Sea-
Stores) estimated just before by
the same Surveyor and Board, at
no less than One hundred and
twenty thousand Pounds.

III. And

III. And towards this, a *Magazine* of Stores, as lately reported from the same Hands, not to amount to *Five thousand Pounds*.

A *Magazine*, so unequal to the Occasions of such a *Navy*; that whereas *Peace* us'd evermore to be improv'd to the making up the *wasteful effects* of *War*. This appears (after the longest *Vacation* of a *Home-marine Peace*, from the *Restoration* of the *King* to this *Day*) to have brought the *Navy* into a *state*, more deplorable in its *Ships*, and less relievable from its *Stores*, than can be shewn to have

That Magazine considered.

Memoires touching

have happen'd (either in the *One*, or the *Other*) at the *Close* of the most expenceful *War*, within all that time, or in *forty* years before.

*Ill State of
the 30 New
Ships.*

IV. *Especially*, when in this its *General* ill plight, consideration shall be had of that *Particular* therein, which relates to the *Thirty New Ships*. Not more surprizing for the *Fact*, (after the solemnity and ampleness of the *Provision* made for them by *Parliament*) than important for its *Consequence*. Forasmuch as in these Ships rested not only that, by which the present *Sea-strength* of *England*

*Import of
those Ships.*

gland surmounted all it had ever before had to pretend to, and the utmost that its present *Woods* (at least within any reasonable *Reach* of its *Arsenals*) seem now able to support with *Materials*, or its *Navigation* with *Men*; but that *Portion* also of the same, upon which alone may at this day be rightfully said to rest, the *virtue* of the *whole*, oppos'd to the no less considerable *Growths* in the *Naval strengths* of *France* and *Holland*.

The greatest part nevertheless of these *Thirty Ships* (without having ever yet lookt out

The illness of their State particularized.

C

of

of *Harbour*) were let to sink into such Distress, through *Decays* contracted in their *Buttocks*, *Quarters*, *Bows*, *Thick-stuff* without *Board*, and *Spir-kettings* upon their *Gun-decks* within ; their *Buttock-Planks* some of them *started* from their *Transums*, *Tree-nails* burnt and rotted, and *Planks* thereby become ready to drop into the *Water*, as being (with their *Neighbouring Timbers*) in many places perish'd to *powder*, to the rendring them unable with safety to admit of being *breem'd*, for fear of taking *Fire* ; and their whole *sides* more dif-

disguis'd by *Shot-boards* nail'd,
and *Plaisters* of *Canvas* pitch'd
thereon (for hiding their *De-*
fects, and keeping them above
Water) than has been usually
seen upon the coming in of a
Fleet after a *Battle*; that seve-
ral of them had been newly
reported by the *Navy-Board* it
self, to lye in danger of *sinking*
at their very *Moorings*.

And *this*, notwithstanding a *Excessive*
bove *Six hundred thousand pounds* *Charge of*
(not yet accounted for by the *these Ships*
Navy-Board) spent in their *Build-* *unaccounted*
ing and *Furniture*, with above *for.*
Threescore and ten thousand
pounds more demanded for

Memoires touching

compleating them, amounting together to 670000 l; and therein exceeding, not only the *Navy Officers own Estimates*, and their *Master-Ship-wrights Demands*, but even the *Charge* which some of them appear'd to have been actually built for, by above *One hundred and seventy thousand pounds*.

The Fond for them well answered.

And notwithstanding too, the flowing in of the *Monies* provided for them by *Parliament*, faster (for the most part) than their *Occasions* of employing it.

Provisions for securing an Account of these Ships, yet ineffectual.

In a word; notwithstanding the *strict Provision* made by *Parliament*, the repeated *Injunctions* of

of His Majesty, the *Orders* of the then *Lord Treasurer*, and ampleness of the *Helps* purposely allow'd (to the full of their own *Demands* and *Undertakings*) for securing a satisfactory *Account* of the *Charge* and *Built* of the said *Ships*.

5. *Lastly*, While the *Navy* (under this five years uninterrupted *Peace*) was suffer'd to sink into this calamitous estate, even to the rendring some of its *Number* wholly *irreparable*, and reducing others (the most considerable in *Quality*) to a *Condition* of being with difficulty kept above *Water*; the *Navy* (as

400000 l.
per Annum
paid the Na-
vy all this
while.

Memoires touching

His Majesty^{*} was then assur'd by the *Lord Treasurer*) had been all that while supply'd, (one year with another) with *Four hundred thousand Pounds per Ann.*

Which being then the *Condition* of the *Navy*, and (as such) not receptive of any sensible *Amendment* within the short remainder of the *Life* of *King Charles*; his *Royal Brother King James* (upon his coming to the *Throne* in *February* following) was pleas'd to take among the first of his *Cares* this of the *Navy*, by an immediate application to the animating and enabling

Death of K.
Charles,
Febr. 1684.

K. James
falls immediately upon
the redress
of the Navy,
by the Officers thereof.

abling its *Officers* (with suitable Supplies of *Money*) to an industrious and effectual *bestirring* themselves towards the *redressing* it.

But with such unsuccessful-
ness (after a whole year's Proof
of their *Performances*) as upon
a fresh *View* of its *State*, taken
in *January* 1685, to discover it
self still declin'd to a yet more
deplorable degree of *Calamity*;
as follows,

*But after a
years proof
wholly un-
successful.*

*State of the
Navy, Janu-
ary, 1685.*

I. After the *Expence* in *Work-
manship* and *Materials* of above
Ninety thousand Pounds, the
Navy-Officers still demand for

*90000 l.
spent fruit-
lessly.*

the *Repairs* of the *Fleet* the very same *Sum* the *Works* had by themselves been valu'd at, before a *Penny* of that *Ninety thousand pounds* had been laid out.

*Ships not
Grav'd.*

II. Not a *Quarter* of the *Ships* grav'd, which *themselves* had propos'd the having done within that time, and been expressly supply'd with the *Monies* demanded for it.

*No Ships in
present readi-
ness for Ser-
vice upon an
Exigence.*

III. But one fourth *Rate*, and not so much as one *Fifth*, found (in the *Exigence* of the *Duke of Monmouth's Invasion*) in a condition of being got to
Sea,

Sea, in less than two Months, but by robbing of the very Harbour-Guard.

IV. Several of the 30 Ships (reported near two years since in a condition of *sinking*) not yet so much as gone in hand with, though Money expressly supply'd for that use too, by the Lord Treasurer.

The 30. New Ships not yet gone in hand with,

Though Money supply'd.

V. Their Stores also of greatest value, and calling for most time to provide (such as Cables, Sails, &c.) so much wanting, either through Decay, or being (in neglect of the Statute) diverted to other uses, as not to have any one of them furnish'd for

Their Stores also wanting.

for the *Sea*, had they been otherwise in *Condition* for it.

*The Time
asked for fitting out
Ships, more
than doubled.*

VI. *Twice* as much time now demanded for fitting out *forty two* Ships, as had a year and half since been ask'd for *fifty five*.

*No Provision made of
the most necessary
Materials, though
Money supply'd for that
also.*

VII. Not the least *Provision* made of *Long Timber* or *Plank*, for answering the most pressing and weighty works of the *Growing year*; though the greatest Part of the *Money* demanded for that use also, had been actually *advanc'd*, and the *Residue* lay in a known readiness to be so, as fast as call'd for.

VIII. *Three Years* still insisted on for the *Repair* of the *Fleet*, while *five Months* only rested unexpir'd of the time, within which (by former *Calculations* of their own) the *whole* was to have been *finish'd*.

Time lengthen'd beyond measure for repair of the Fleet.

IX. *Lastly*, After the utmost *proofs* of the *Procedures* of this *Board*, assisted by *Money* to the height of their *Demands*, it seem'd manifest to *His Majesty*, that the *Fleet's Decays* outgrew their *Cure*; and that should no other *course* be found for the remedying it, than what was now *stirring* among

Notwithstanding all Helps, the Fleet's decays outgrow their Cure.

Navy Officers Estimates of Repairs inconsistent.

mong the *Navy Officers* (whose *Estimates* of the very same date were found sometimes to differ not less than *double*, nay even *treble*, in the *Charge* of the *Repairs* of the very same *Ship*)

Nor any time to be depended on for the dispatch thereof.

no time could be assign'd, within which (if ever) their *Decays* (even as they then stood, without ought allow'd for their greatnings by *Delay*) could have their *Repairs* depended on.

Causes of these Evils what, and what not.

From Whence, and from the *King's* being in an especial manner convinc'd, that no part of these *Evils* sprang from the want of *Money*, *Hands*, *Materials*,

rials or *Time*, but from other *Imperfections*, obvious enough, but uneasy to be now rectify'd in the *Persons* principally accountable for them; and considering likewise the necessity of having some instant and effectual *Remedy* provided, e're the *mischiefs* attending this *Management* became (what *one years* delay more must, at least as to the New Ships, have render'd them) insuperable: He was pleas'd (in subserviency to his own) to require my *Thoughts* touching the *Methods* most likely to compass his *Royal Aim* herein, and how far that
(with

*Some instant
Remedy ne-
cessary.*

(with the other standing and indispensable *Charges* of his *Navy* at *Sea* and in *Harbour*) might be together answer'd with 400000 *l. per Annum*; the Sum the then *Lord Treasurer* first propos'd the way of providing, and the *King* his Readiness to have set entirely apart for it.

Which accordingly I soon after presented him with, in the *Terms* following.

To be (with the other necessary charges of the *Navy*) defrayed with 400000 *l. per Ann.*

To the KING.

Sir,

T*Hough the general and habitual supineness, wastefulness and neglect of Order universally spread through your whole Navy, with the No-provision yet made of Materials the most necessary and difficult to be found for this so great Work; adding thereto the impossibility of arriving at any perfect knowledge of the weight of that work, from the disagreements daily discovered between*
the

the Estimates and real Charge of Works when perform'd; and lastly, the heavy consequences of any Failure that may happen in its Execution, seem to render any peremptory undertaking herein (from me at least) very unsafe, if at all justifiable. Yet so much am I acquainted with the Power of Industry and Good Husbandry, joyn'd with Knowledge and Methodical Application (no two of which seem at this day stirring together in any Part of your Naval Service) that after weighing every Article of what I am by your Majesty's Command now going to offer you, I am satisfy'd

*Tender of undertaking
ought.*

fy'd that your Majesty may reasonably expect the services mention'd in the following Proposition, Viz.

Proposition.

*Mr. Pepys's
Proposition.*

That with 400000 l. per Annum, supply'd by 100000 l. within each Quarter, and in a known and effectual Order of Payments, to be pre-adjusted with the Persons, who (being rightfully qualify'd for it) shall be intrusted by your Majesty, with the Management thereof, and assisted with your Authority in all matters conducing to the Recovery of the lost Discipline

*400000 l.
the Fond assign'd for it,
with the conditions of the
Proposition.*

pline and Industry of your Navy; the Retrenchment of all unnecessary Charges and Wastes; the encouraging and improving all means of Good Husbandry and reasonable savings; and the due Correction of all misdoers in any of the Premisses; your Majesty may expect the Effects following, Viz.

Ordinary
charge and
works of the
Navy.

I. The whole ordinary charge of your Navy on Shore and in Harbour to be fully defray'd, and therein the Hulls of your Ships duly kept in their ordinary Repair, grav'd (as by the Rules of the Navy they ought

ought always to have been) by one Third every year, and supply'd with Ground Tackle sufficient for their safe mooring; and your Offices also and dwelling Houses, Store-Houses, Wharves, Cranes, and Keys to be throughout put into, and kept in their Ordinary repair.

II. The extraordinary Decays under which the Body of your whole Fleet in Harbour now lies, to receive the full of their Repair also, to the utmost of what has been yet discover'd and described in the last and highest Surveys and Estimates presented of them to your Majesty

Extraordinary Repairs described.

by your Navy Officers, amount-

ing (with their Stores)

Repaires— 132000 to 220000 l.; and this

Sea-Stores— 88000

Tot— 220000

(with the finishing the

Three New 4th. Rates)

Within what
time, and
how to be
performed.

to be compleated within the year
1688.; and so done, that your
Majesty and your Lord Trea-
surer may (according to the an-
cient and rightful Methods of
the Navy) be satisfy'd at the
end of each service, how the
Charge thereof has concurr'd
with, exceeded, or fallen short
of their Estimates, and the Mo-
nies sav'd there-from be made
good to your Majesty, where too
much; or the service further

pre-

provided for by supplemental Estimates, where the first has fail'd of answering the real Charge.

III. These Ships (as fast as repair'd and fitted in their Hulls) To be furnished with Sea-Stores. to be in like manner compleatly supply'd with six Months Sea-Stores, and those separately laid up and preserv'd for use, whenever the Service of their respective Ships shall call for them.

IV. The same Number of Ships, and of equal Rates with those design'd by your Majesty in your late Declaration for The present Declaration for Sea Service to be made good and more. 3000 Men for the present year, to be maintain'd at Sea in their

full Wages, Victuals, Wear and Tear, for answering all your Foreign Occasions; With this Addition, that for the advancing the Honour of your Majesty and your Government, and the maintenance of your Right of Sovereignty in these Seas, beyond what appears to have been ever yet provided for it in time of Peace; your Majesty may (instead of the three small Ships design'd by that Declaration for your whole Channel-Guard, mann'd but with 275 Men) have a Squadron of ten Ships, consisting of one 3d. four 4th. three 5th. and two 6th. Rates, mann'd

mann'd with no less^{than} 1310 Men,
besides Yachts.

V. Lastly, In consideration *The present want of small*
of your Majesty's present and *Frigates to be*
growing Want of nimble and *supplied by*
less chargeable Frigats, for an- *two in each*
year.
swering the ordinary Occasions
of your Service, and which
(through the general Age of
your Old ones) you have alrea-
dy in some degree, and will in-
dispensably be yet more constrain'd
to supply, by Ships of less use
and greater Charge; you may
also expect a Recruit of such
Vessels supply'd you new off of the
Stocks, by two in each year.

A Supplemental Proposition,
Relating to your Ships at Sea.

*The Ships at
Sea to be re-
paired, and
they and the
whole Navy
kept for ever
so, or new^{ones}
built, for 22s.
per Man a
Month Wear
and Tear.*

*As to your Ships at Sea, whose
Repairs not being included in
the precedent Proposition, will
nevertheless (through their long
continuances abroad) require be-
ing lookt after, as fast as your
Service will admit of their be-
ing call'd home; your Majesty
may reasonably depend upon ha-
ving them also put into a full
Repair, and supply'd with six
Months Sea-Stores, and both
them, and the whole Fleet, (when
once in like manner repair'd)
kept for ever so (or made good
by*

by New ones to be built in their Rooms, as they become irreparable) without other Charge to your Majesty, than what arises from the Allowance ordinarily made for Wear and Tear during their stays abroad, rated but at 22 s. per Man a Month, instead of the 30 s. at which it has ever hitherto been estimated, and never yet prov'd to have Cost the Crown so little.

Digested by the Command,
and submitted with all
Humility to the Correction
of Your Majesty.

S. Pepys.

This

*The Proposition
on approved.*

*Present Methods of the
Navy to be
suspended,
and new
hands entertained.*

This done, and the *King* with the Lord *Treasurer* upon several *Debates* approving it ; His *Majesty* was pleas'd to determine upon an immediate putting the same in *Execution*, by suspending for a time the ordinary *Methods* of his *Navy*, and calling in to his Assistance some other *Hands*, upon whose *Experience* and *Industry* (in conjunction with a *select* Number of the present *Board*) he conceived he might with better security rely for the future success of his *Service* ; Contented nevertheless (from^{though} an

an *Expectation* wholly unsuccessful) to continue the *Remainder* of them (freed of all other *Services*, than that of bringing-up the *Accounts* of their own time, and more particularly of the *Thirty New Ships*) in the same full *Salary* during this *Suspension*, which they before enjoyed, and was not now to be exceeded even to *Those* on whom was to lie, the *Care* of *Recovering* in *Three* years, what under them had in the *miscarrying* cost the *Crown* *Five*.

The old Board nevertheless to be kept in full Salary.

Towards putting which
in

The New Hands to be chosen by their Qualifications; and those Qualifications what. in practice, the first step was the *Choice* of the *Hands* so to be entertain'd. Where-
 in (as in the former) His Ma-
jesty requiring the service
 of my *Place*, I could not
 think of a more proper *Method*
 of discharging my *Duty* in
 it, than by laying before
 him (for his better distingui-
 shing who *were*, from who
were not fit for his Use, on
 an Occasion so little able to
 bear with any mistake there-
 in) the *Qualifications*, which
 (as far as they were attainable)
 I conceiv'd ought to be aim'd
 at, in preference to all other

Re-

Regards, in this Election. And these I accordingly with all submission tender'd him, in the Order and Terms following, Viz.

I. A Practic'd Knowledge *Practiced Knowledge.*
in every Part of the Works and Methods of your Navy, both at the Board and in your Yards. The not discerning of which (and the others that follow) appears to have cost your Royal Brother and You within the forementi- on'd five years, above half a Million.

II. A General Mastery *in Accountant- ship.*
the business of Accounts, though
more

Memoires touching

more particularly those incident to
the Affairs of Your Navy.

Vigour

III. *Vigour of Mind, joyn'd
with approv'd Industry, Zeal,
and Personal aptness for La-
bour.*

*Closeness of
Application.*

IV. *An entire Resignation of
themselves and their whole time
to this Your Service, without ly-
ableness to Avocation from other
Business or Pleasure.*

*Credit for in-
tegrity and
Loyalty.*

V. *Lastly, such Credit with
your Majesty for Integrity and
Loyalty, as may (with the for-
mer conditions) lead both Your
Self and my Lord Treasurer, to
an entire confidence of having
all done that can be morally
expected*

expected from them, in the Advancement of your Service, (and the Circumspect and Orderly Dispensing and Improving of your Treasure.

Which Limitations His Majesty having by a deliberate and distinct Application of them to the Nature, Importance, and multiplicity of the services to be at the same time painfully and knowingly attended to in this Affair, he judg'd them of behoof to be observed; and after a most solicitous enquiry made, and Collection had of as many Persons

The King's choice.

sons (and all, God knows, but few) as the Navy of *England* could furnish him with; qualify'd in any competent wise to answer the Characters beforemention'd, He was pleas'd to fix his choice upon

Sr. Anthony Deane.

Sr. John Berry.

Mr. Hewer.

Mr. St. Michel.

And this with so little privacy on their part to ought of
His

His *Majesties* Proceedings herein; That could the *King* have satisfy'd himself in the fitness of any one other Person within his *Dominions* for supplying his Room, Sir *Anthony Dean* had prevail'd for his being excus'd. So instant, even to Offence (as the then Lord *Treasurer* will, I perswade my self, easily remember) were his *Solicitations* to be so; as having (besides his being now settled in a more beneficial *Course* of *Negotiation*) industriously flung up (in the Year 1680) the same *Charge* of a *Commissioner* of the *Navy*; from his early prospect of its

Sir Ant.
Dean's en-
deavour to
avoid it.

E falling

*The Kings
final insisting
on his Ser.
vice.*

falling into that *Condition*, in which His Majesty now found it, and out of which he was therefore pleas'd finally to insist upon Sir *Anthony Deane's* return to his *Assistance* in the rescuing it.

And his inducement to the Choice of him,

Nor was the *King* led to this singularity of Opinion in favour of Sir *Anthony Deane*, from any less inducement, than what arose from a deliberate perusal of a Memorial I had on that Occasion prepar'd for him, containing a List of every Person then occurring to me (whether in or out of his *Service*) of more than

than common reckoning among the *Professors* and *Practicers* of *Shipwrightry* within this Kingdom. Which Memorial I here subjoyn, as evidencing more than enough the *reasonableness* (or rather *necessity*) of this his *Majesty's* Choice, in the bare application of the foremention'd conditions (respectively) to the Persons nam'd therein.

March

March 9. 168^z.

*A Memorial for the King
towards the Choice of a
Person (qualify'd as a Ship-
wright) to supply the want
of Sir Anthony Deane, in
the Commission now prepa-
red for the Navy; the same
seeming Reducible, To such
as are in the Service, either
of*

The King, as his

*A List of the
most eminent
present Ship-
wrights of
England.*

| | Places. | Persons. |
|----------------------|--------------|----------------|
| Commissioners at the | } Navy Board | S. J. Tippetts |
| | | S. Phin. Pett |
| | | Master |

| | Places. | Persons. |
|--|------------|--------------|
| Master Ship- wrights at | Chatbam | Mr. Lee |
| | Portsmouth | Mr. Betts |
| | Deptford | Mr. J. Shish |
| | Woolwich | Mr. Lawrence |
| | Sheerness | Mr. Furzer |
| Master Ship- wrights As- sistants at | Chatham | Mr. Dummer |
| | | Mr. Pett |
| | Portsmouth | Mr. Stiggand |
| | Deptford | Mr. Harding |

Or the Merchants, as

| | | |
|--------------------------|-----------------------|----------------|
| Private Build- ers at | Blackwal | Sir H. Johnson |
| | | Mr. Collins |
| | Deptford | Mr. R. Castle |
| | Redr. Ratcl. | Mr. Graves |
| | Ec. in the Thames. | Mr. Jon. Shish |
| | | Mr. Barham |
| | | Mr. Narbrow |

By the King's Command,

S. PEPTS.

And

*The general
Scheme of
the Provisi-
on now
made of
Hands, for
the service of
the Navy.*

*And so the Provision made
by His Majesty for condu-
cting the whole of his Growing
services, and adjusting the Ac-
counts of those past, was con-
certed out of the Old, assisted
by New Members, under the
following Distribution, Viz.*

The

| | The whole of the Commission. | For the Growing Services. | | For adjusting the past Accounts. |
|-----|------------------------------|---------------------------|-----------------------------------|----------------------------------|
| | | At the Board. | At the Yards. | |
| Old | L. Falkeland | L. Falkeland | | L. Falkeland |
| | S. J. Tippets | | | S. J. Tippets |
| | S. R. Haddock | | | S. R. Haddock |
| | S. P. Pett | | S. P. Pett at | |
| | | | Chatham | |
| | S. J. Narbrough | S. J. Narbrough | | |
| | Mr. Southerne | | | Mr. Southerne |
| New | S. R. Beach | | S. R. Beach at | |
| | | | Portsmouth | |
| | S. J. Godwin | S. J. Godwin | | |
| | S. Ant. Deane | S. A. Dean | | |
| | S. J. Berry | S. J. Berry | | |
| | Mr. Hewer | Mr. Hewer | | |
| | Mr. S. Michael | | Mr. St. Michael at Dept. & Woolw. | |

The Lord Falkeland remaining Treasurer for the Whole.

*The Kings
Commission
pursuant
thereto. April
17. 1686.*

Pursuant to this Scheme, the King by his Letters Patents of the 17th. of April 1686. after declaring that the Enquiries he had made since his coming to the Throne into the State of his Royal Navy, had discover'd it such, as call'd for some extraordinary Application for the putting it into that Condition of Force and Discipline, whereto his Royal Purpose was to restore and advance it; and that the weight and diversity of Works to be now perform'd, with greater Vigour and Good-Husbandry than he found to have

*The Workes
of the Navy
to be better
work'd after.*

have been for ^{some time} ~~some time~~ exercis'd therein, requir'd a *Distribution* of them answerable to the different *Qualifications* of the *Persons* he had to intrust with them; constituted these *Gentlemen* his *Commissioners*, charg'd with the *Duties* assign'd to each in the foregoing *Table*, and the *Instructions* annex to their *Commission*. Among which, to those intrusted with the growing *services*, this was one, *Viz.*

That forasmuch as from the present Disorders under which the whole business of the Office of his Navy was fallen, through the liberty for some time taken

These Commissioners made equally accountable for the whole.

of

of ~~committing~~ the most important Parts of it to Clerks and inferiour Instruments, in lieu of the Officers themselves personally charg'd therewith, He had (answerable to what was successfully done by His Royal Grand-father, King James, on a like Occasion) thought it necessary to put the same into Commission, until the ancient Order and Discipline of it being recover'd, he might with safety restore it to its former Method of Institution ; He declares His Royal Intention and Expectation to be, that these his Commissioners hold themselves jointly

ly accountable for the well performance of the whole, and stand equally chargeable with the Failures found therein.

And so they enter'd upon the Execution of this Commission, as from Lady-Day 1686; directing their first step to the finding out the true Source of this so unexampled Evil they were now to contend with, in the most tender Part of their Charge, namely, the New Ships. Than which as nothing could be more deserving their nicest search, with regard to the publick import of the subject

The Commission to operate from Lady Day. 1686.

Enquiry into the true Cause of the New Ships decays.

subject of it. So neither could any thing be of more particular moment to them, whom the King had thus intrusted with the *Cure*, than an explicit Knowledge of the *Origine* of the *Disease*.

Taking therefore this for the proper place of doing it, I here insert a short Account of the issue of those *enquiries* of these Gentlemen thereinto; and the rather, for the sake of the *unaccountableness* of their *Suggestions*, who would have it wholly imputable to the *Hastiness* of the *Building*, the *Greenness* of the *Stuff*, and especial *Effects* of the

Vulgar suggestions touching the same.

the *East-Country-Timber* and
Plank wrought thereon.

To the two former of which, it was made appear to His Majesty, that the *Ship* the *quickest* built of the whole number lay full *nine* months upon the Stocks, and but *seven* of the thirty less than an entire *Year*. Whereas diverse Instances were produc'd out of his *Old Navy*, where the *Timber* had been standing, cut, and converted, and the *Ships* built therewith, and launched in *six months*; without having one *Plank* shifted in them (but
for

*Hastiness in
Building and
Greenness of
Stuff, not
chargeable
therewith.*

Memoires touching

for *Shot*) in *Eight* or *Nine Years* after. While on the contrary, *three* and *twenty* of these *Thirty* lay from *one* to full *two*, *three*, and *four Years* in building, and the last of them more than *five* ; till above *one hundred pounds* was demanded by her *Builder* for repairing the Decays of her very *Keel*, as she lay upon the *Stocks*.

Nor the use
of East-
Country-
Stuff

And for what concerns the Use of *East-Country-Stuff*; it was no less also shewn to the *King*, that several *Ships* were then subsisting in his *Navy*, planked with no other, which after the same Service of *eight* or *nine* years

Years, were by many degrees in better *Condition*, than most of these at *three*.

It was moreover observ'd, Forreign Timber little. that not above *Five* hundred of *Five* and *Thirty Thousand* Loads of *Timber*, provided for these *Ships*, were of *East-Country-Growth*.

And that for *Plank*; had the Forreign Plank, not wanting, in this particular case. *Officers* of the *Navy* (after twenty years currant use of it) met with any present Ground for suspecting it, there had been *English* enough (and of proper *Thicknesses*) contracted and paid for by the *King*, for answering all the *Occasions* of their

But-

Buttocks and Hoodings from the *Water's Edge* to their *Gun-deck-Ports* (where this *Evil* was observ'd principally to seize them) without resorting to the use of one Inch of *East-Country*,

Their Materials, (as well Forreign as Domestick,) well reported of by the Master-Builders.

Universal Practice in approval of East-Country-Stuff.

The *Master-Builders* too, unanimously asserted the good Condition of all the *Timber* and *Plank* (whether *English* or *Forreign*) us'd on this Work, equal to the best they had ever known in the *Navy* : Besides the universality of the Practice of all the *Northern Nations*, and not them only, but the *Dutch*, *French*, and (for several years past

past) our own Merchant Builders too; in the use of this *Commodity*. Nor (in a word) did any one Ship appear, among the whole *Thirty*, more complaining, than some of them, upon which not one Foot of *Eastland-Plank* or *Timber* had been wrought.

No Ships worse, than some that had none of that Commodity in them.

All which notwithstanding; such did these Gentlemen esteem the Weight of this Cause, with respect no less to the *fatality* on one hand attending the use of this *Commodity* upon these Ships, in case the same should be found truly *faulty*; than on the other, to the con-

Importance of a right determination in this matter.

F

sequen-

quences of the *Mistake*, should it indeed prove otherwise, at a season, wherein the *service* of it was become next to indispensable, for the present Repair of the *Fleet* ; That their *Commission* was no sooner opened, but a solemn *Conference* was held by them with all the *Eminent Master Builders* in the River of *Thames*, upon this *Subject*. The *Issue* of which having been presented to the *King*, he was pleas'd to make it so much a matter of *State*, as to command my bringing it some time after to the *Council-Table*. Of whose *Resolution* there-

A solemn Conference with the most eminent Mr. Shipwrights of England about it.

thereon, and the result of the foregoing *Conference*, I have subjoyn'd Copies, as of a *Matter* most worthy the Notice of every *English Gentleman*, tho more particularly those, who are conversant in the *Timber-Trade* of this Kingdom.

F 2**R E.**

RESOLUTIONS,

*Taken at a Conference
held at the Office of the Na-
vy, April. 17. 1686. be-
tween His Majesty's Com-
missioners there, and as
the under-written Ship-
wrights, upon Enquiries
then propos'd by the Secre-
tary of the Admiralty on
behalf of His Majesty,
touching the present Con-
dition of this Kingdom, in
refe-*

the Royal Navy:

69

reference to Plank for Ship-
Building.

Enquiry I.

*How far it may be depended
on, that England may at this
day supply it self with a sufficien-
cy of that Commodity, for
answering the Occasions both of
the Merchants and His Maje-
sty's service (in the State the
Royal Navy thereof now is)
without Foreign Help?*

Resolution.

That it is in no wise to be
rely'd

*Plank not
sufficient of
English
growth to
answer all
the present
occasions for
the same.*

rely'd on. Forasmuch as from the want of *Plank* of our own *Growth*, and consequently the highness of *Price* of what we have; the *Shipwrights* of this Kingdom (even in our *Out-Ports*, as well as in the River of *Thames*) have been for many years past, driven to resort to supplies from *Abroad*^{road}, and are so at this day, to the Occasioning their spending of *One Hundred Loads* of *Forreign*, for every *Twenty* of *English*. Besides, were our own Stock more; the exclusion of *Forreign Goods* would soon render the Charge of Building *insupportable*,

ble, by raising the *Price* of the Commodity to double what it is, and more, at the pleasure of the *Seller*.

Enquiry. II.

From whence is the best Foreign Plank understood to be brought?

Resolution.

Either out of the *East-Sea* from *Dantzick*, *Quinborow*, or *Riga* of the Growth of *Poland* and *Prussia*, or from *Ham-*
brough, namely, that sort there-

*Best forreign
Plank from
whence.*

of, which is Shipt from thence of the Growth of *Bohemia*, distinguished by its Colour, as being much more black than the other, and rendred so (as is said) by its long sobbing in the water, during its Passage thither.

Enquiry III.

What Proportion this Foreign Plank may be reckoned to bear to the English, with regard to its Use, Cost, and Durableness?

Reso-

Resolution.

For so much as concerns
smaller Vessels of Fourscore
Tuns downwards (whose
works call not for more than
2 Inch Plank, of 20 Foot
long at the highest, meeting at
13 and 14 Inches in breadth)
our *English* Plank will (from the
Nature of the Wood) last lon-
ger than any *Forreign* of the
same Dimensions. But for
Ships of 300 Tuns upwards,
which require the service of 3
and 4 Inch-Plank from 26 to
40 Foot long, meeting at 14
or

*The Use, Cost,
and Dura-
bleness of for-
reign Plank
compared
with English.*

or 15 Inches breadth at the Top-end ; *Universal* practice shews, that the *White Crown-Plank* of *Prussia*, and the fore-mentioned *Black* of *Bohemia*, do in their durableness equal or rather exceed that of Our *English* Production of like Dimensions.

Conjecture
at the Physi-
cal reason of
the different
durableness
of forreign
and English
Plank of
the larger
Dimensions.

Which we conceive to arise from this plain Reason, viz. That the *Forreign* Oak being of much quicker growth than ours, their Trees arrive at a Stature capable of yielding *Plank* of these Measures, while they are yet in their sound and vigorous State of growing ;
where

whereas that of *England* advancing in its Growth more slowly, arrives not at these Dimensions, till it be come to or rather is past the full of its *Strength*; fifty *Years* sufficing for raising the *Forreign*, to what the *English* will not be brought in an hundred and fifty.

But whether we are right or not in this Reasoning, it is upon daily experience most evident; that our *East-India*, and other *Ships* of greatest *Burthen*, built with this large *Forreign* Plank, well chosen, prove in their *Durableness* without exception; variety of Instances lying

lying before us, of *Ships* built wholly with *English* stuff, (as well in His *Majesties* Yards as *Merchants*) which have perish'd in half the time, others of like Burthen, compos'd wholly of *Forreign*, have been observ'd to do.

From hence also it is, that though *English Plank* of *Short Lengths*, cut out of young *Growing Timber*, is manifestly better than *East-Country*, and therefore is preferred thereto in laying of a *Gun-Deck*, as far as the three streaks next the *Ships* sides, where short stuff will serve (the *Quality* of its
Wood

Wood bearing better with being kept *Wet* and *Dry*, as it generally is in that place) Yet where (upon the same *Gun-deck*) *long Plank* is necessary, that of *Forreign* growth is for *Strength* and *duration* always preferr'd, from the reason (as we conceive) before given, namely, of its being cut while in its *Vigour*, which the *English* will not admit, so as to bear those *Scantlings*.

And to this is to be further added, the general *Waniness*, want of *Breadth* at the *Top-end*, and ill method of *Conversion* of our *English Plank*; daily

General waniness, want of Breadth at the Top end, and ill Conversion of English Plank.

ly practice shewing, that twenty Loads of *Forreign* shall in working go further upon a Ships side or Deck, than a hundred *Loads* of like Lengths of *English*, after its *Wanes* and other *Defects* shall be cut away.

Encrease of
Work and
Charge arising there
from-

Moreover it is yet to be noted, that in planking of a Ship with *Forreign* Plank, the Builder shall not be driven to put in above three or four *Pieces*, where in a like Ship done with *English*, he shall be obliged to use a hundred; to the no less impairment of the *strength* of the Work, than increase of
its

its *Charge*, both in *Stuff* and *Labour*.

So that upon the whole, *The Sum of*
 our unanimous *Opinion* is; *the Ship-*
 that large *Plank*, well chosen, *wrights*
 of the *Forreign* growths be- *Opinions*
 foremention'd, is in its service *herein.*
 at least as *durable*, in its cost
 less *Chargeable*, and the use of
 it (through the scarcity of *En-*
glish) become at this day in-
 dispensable:

Jonas Shish. Hen. Johnson.

Pet. Norberry. Abra. Greaves.

Jos. Lawrence. John Shish.

Ja. Yeames. Wil. Collins.

Rob. Castel.

By

Memoires touching

By the Commissioners
of the NAVY.

Concurrence
of the Com-
missioners of
the Navy.

We do fully concur in the
Resolutions above-written.

A. Deane.

J. Narbrough.

J. Berry.

Ph. Pet.

Wil. Hewer.

B. S. Michel.

Presentation
thereof to the
King and
from him to
the Council-
Board.

Memorandum, That these
Resolutions from the Body of
the Master Builders of England,
confirm'd

confirm'd by the *Commissioners* of the *Navy*, to my Enquiries touching *Foreign Plank*, were Communicated by me to His *Majesty* (my Lord *Treasurer* present) *October* the 7th. and by His special Com-mand presented to Him again (with a Memorial attending it) at the *Council Table*, Oct: 8th. 1686.

S. PEPTS.

G

At

At the Court at Whitehall
Oct. 8. 1686.

P R E S E N T

The Kings most Excellent
Majesty.

His R. H. Pr. George of
Denmark, &c.

Order of
Council in
approval and
confirmation
of the fore-
going Report.

A Paper having been
this day (by his Ma-
jesties command) presented to
the Board by Mr. Pepys Se-
cretary of the Admiralty of
England,

England, containing certain Resolutions taken at a Conference held at the Office of the Navy the 17. of April last, between his Majesties Commissioners there, and the Body of the most eminent Ship-Builders of this Kingdom, upon Enquiries proposed to them by the said Secretary on behalf and by direction of his Majesty, touching the present condition of England in reference to Plank for Ship-buil.

*Memoires touching
ding, and the said Paper be-
ing now read and solemnly
consider'd; His Majesty was
pleased to declare his being so
far convinc'd there-from of
the safety, benefit, and pre-
sent necessity of making use
of Plank of Foreign growth
in the Building and Repair-
ing of His Royal Navy, as
to resolve; That the Principal
Officers and Commissioners
of his Navy be at liber-
ty to contract for and make
use in his Services aforesaid
of*

of Oaken Plank of Foreign growth, of the Sorts mention'd in the Resolution to the Second Enquiry contain'd in the said Paper; and to Order, that the said Original Paper under the Hands of the Commissioners of the Navy and Master Builders, be (for the publick Importance thereof) carefully laid up and preserv'd among the Papers and Records of the Council-Table.

John Nicholas.

*The true
Grounds of
the New-
Ships Decays.*

*Want of
Graving &
bringing into
Dock.*

The present *Effects* of which last *Papers* and the *Observations* next preceding, amounting to nothing less than a plain *Detection* of the *Vanity* of those *suggestions* touching the Root of this *Calamity*; Nought remain'd whereon the same could with any appearance of *Consequence* be charg'd, save the plain *Omission* of the necessary and ordinary *Cautions* us'd for the preserving of *New-built Ships*. Divers of them appearing not to have been once *Grav'd* nor brought into *Dock*, since they were
Laun-

Launched. Others that had been Dockt, sent out again in a Condition needing to be brought-in a second time. Their Holds not clean'd nor air'd, but (for want of Gratings and opening their Hatches and scuttles) suffer'd to heat and moulder, till I have with my own Hands gather'd Toad-stools growing in the most considerable of them, as big as my Fists. Some not once beel'd or breem'd since their building, but expos'd in hot weather to the Sun, broiling in their Buttocks and elsewhere, for want of cooling with Wa-

*Holds not
clean'd nor
air'd.*

*Gratings
wanting.*

*Hatches and
Scuttles not
opened.*

*Not beel'd or
breemed.*

*Expos'd to
the Sun,
with their
Sides unma-
tered.*

*Not Ballast-
ed enough to
deepen them
in the Water*

*Ports not o-
pened in dry
weather.*

*Scuppers
wanting on
the Gun-
decks, in wet.*

*Planks not
opened upon
the first disco-
very of their
Decays, nor
those Decays
duely looked
to.*

ter (according to the Pra-
ctice of our own , as well as
all *Forreign* Nations) and
that *Exposure* yet magni-
f'd, by their want of *Bal-
last* for bringing them deep
enough into the *Water*. *Port-
Ropes* also wanting wherewith
to open the *Ports*, for airing
them in *Dry* weather ; and *Scup-
pers* upon their *Gun-decks* in
Wet, to prevent the sinking of
Rain through their shrunken
Seams into their *Holds* and a-
mong their *Timbers*. *Planks*
not open'd upon the first Dis-
covery of their *Decays*, nor *Pie-
ces* put in, where defective ; but
in.

instead thereof, repair'd only with *Caps of Boards and Canvas*. Which ought also to have been done upon the *Ordinary Estimate* of the *Navy*, that provides for every thing needful to the *Preservation* of Ships in *Harbour*, but more especially for the *Graving* one *Third* of the whole every *Year*; whereas some (even of the *Old Ships*) appear not to have been so look'd after, in five or six.

From which, and other like *Omissions*, it could not but fall out (as indeed it did) that some of these unfortunate *Ships* were already become rotten, while others

The effect of these Omissions observ'd.

thers built of the very *same* Stuff, at the *same* Place, by the *same* Hand, and within the very *same* Time for Merchant-service, succeeded well and continu'd so.

*The Entry
and pro-
cedure of
~~procedure~~ of
these Com-
missioners.*

And with the Navy thus disorder'd, these Gentlemen (as I have said) enter'd upon their *Commission*. And with what Spirit and under what View they proceeded thereon, will be best Collected from their own *Annual Reports* thereof to the King, consonant (through the whole) to the few following Paragraphs, viz,

Att.

August 1687.

*We tender in all humility to Your Majesty our humble Representation of the Effects of that Commission, to which you were pleas'd to call us; and which we have endeavour'd to performe with a sincerity and plainness, answerable (as far as we are able) to the extraordinariness of that Favour, wherewith (without our expectation) we were called there-
to————*

With Sincerity and plainness.

Called by the King without their expectation.

Whereas among other the Works of your Navy, that of Graving and well performing the Ordinary

Graving and ordinary Repairs.

ry

ry Repairs of your Ships in Harbour, holds a principal Place. As that, to the want of which, a great (if not the greatest) share of the Calamity whereinto they (and particularly the Thirty New Ones) have been suffer'd to fall, is most rightfully to be imputed; and has therefore the first place giv^{en}~~ing~~ it by your Majesty in this proposition. We have most diligently apply'd our selves to an effectual answering every part thereof (both as to Works and payments) as far at least as the Defects [of the said Ships, so long in Arrear, could within this

The Decays
long in ar-
rear.

this time be discover'd and pursu'd———

When it shall be consider'd, how deeply the Ships were infected with that evil, by which they were (even in their Thickest stuff) become rotten and reduc'd to powder. It seems a matter of too great presumption (without wholly stripping them) to undertake against any possible remains or returns of the said evil. But this we take Liberty to say———

And their infection too deep, for any undertaking of their cure without wholly stripping them.

And however more or less successful our Managements may be found

Good Husbandry herein asserted.

Memoires touching

*found to be in the well husbanding
of your Treasure herein; We
are not conscious of being able to
mend it, were we to Act the same
over again, and the Gain or
Loss arising therefrom to affect
our own Purfes, as they now do
Your Majesty's.*

| | |
|---------------|----------------|
| Falkeland. | J. Godwin. |
| A. Deane. | Ph. Pett. |
| J. Narbrough, | W. Hewer. |
| J. Berry. | B. St. Michel. |

August

August 1688.

Though we need no greater Assurance, than what Your Majesty has already on every Occasion given us, of Your Gracious Opinion of our Humble Endeavours in this Your Service. Yet cannot we forbear observing to Your Majesty, that the Effects thereof might have prov'd greater (though our Industry could not) had not the State of Your Ships prov'd much worse, and by consequence the Work and Charge of them weightier, than they were Estimated in the Surveys

The effects
of their Ser-
vice greater;
had not the
Works prov'd
worse
than estima-
ted.

veys and Calculations, upon which that Proposition was founded, and the Execution of it committed to us; besides the difficulties we have had to contend with, from Obstructions and Hardships industriously put upon us (both from Sea and Shore) by those to whom our Methods of Good Husbandry and Dispatch proved less grateful, than the Laxeness in both, to which they had for some time been accusom'd—

Obstructions industriously offered them and whence.

The well performance of the Works.

As to the complete Performance of these Works, as far as Matters of this kind can be judg'd of, and in a Case so extraordinary

ry as that of the State whereinto
 Your Royal Navy was fallen at
 the time of your calling us to the
 remedying it; We have not only
 our own Observations, and the
 ampleness of those our Orders
 by which the said Works were
 directed to be performed; but the
 Reports of your Master-Builders
 charg'd with the conducting them,
 confirm'd by your Commissio-
 ners of the Yards where they
 were severally perform'd. Beyond
 which we cannot conceive any
 thing capable of being added to-
 wards the satisfying either Your
 Majesty, or our selves therein.
 And though we do not believe so

*Evidenced by
 their own
 Observati-
 ons.*

*The am-
 pleness of
 their Orders.*

*The Re-
 ports of the
 Mr. Build-
 ers, and
 Yard-Com-
 missioners.*

H

much

*And yet not
to be relyed
on against
the possible
Returns or
Remains of
this Evil.*

*much to have been ever before
shewn in the Case of a like Fleet.
Yet, regard being had to what
Experience dayly informs us, of
the Defects discover'd upon ran-
sacking of their Seams by the
Caulkers, we dare not mislead
your Majesty to think, that (af-
ter so general and deep a Decay,
as this Fleet was fallen into, be-
fore any fitting Application was
made for its Remedy) all the
Care that has been taken in the
shifting of its Timbers and
Plank (as far as any Defects
have appear'd) can upon fresh
Ransacking, secure your Maje-
sty against the appearance of fur-
ther*

ther Remains, till the first Materials about the Breadths and adjacent Parts (especially of the New Ships) shall by degrees be entirely remov'd——

It rests to give Your Majesty the Names of your Ships under present Repair, and those remaining to be repair'd when they shall be finish'd for compleating your whole Navy, according to Mr. Pepys's Proposition, Viz.

The Ships yet to be finished for compleating the Proposition.

H 2

Ships

| Ships under Repair. | | Remaining to be Repair'd. | |
|-----------------------|-----------|---------------------------|----------|
| Ships | Yard. | Ships, | Yard. |
| <i>St. Michael</i> | } Chath. | <i>Prince</i> | } Chath. |
| <i>Roy. Katherine</i> | | <i>Victory</i> | |
| <i>Brittannia</i> | | <i>Royal Oak</i> | |
| <i>St. George</i> | } Portsm. | <i>King Fisher</i> | } Deptf. |
| <i>Monck</i> | | | |
| <i>Happy Return</i> | } Woolw. | | |
| <i>Oxford</i> | | | |
| <i>Portland</i> | } Deptf. | | |
| <i>Phœnix</i> | | | |

Falkeland.

Ph. Pett.

A Deane.

W. Booth.

J. Berry.

W. Hewer.

B. S. Michel

This

This while in doing, to-
 wards the Amendment of mat-
 ters on *Shore*, and the *State* of
 the *Ships* in *Harbour*; no less
 thoughtfulness was at work
 for the *Recovery* of good *Dis-*
cipline and *Reformation* of *Dis-*
orders at *Sea*. And this pur-
 su'd, to the drawing a no in-
 considerable *Encrease* of stand-
 ing *Charge* upon the *Crown*,
 the more surely to effect his
 Majesties desires herein, with
 the *satisfaction* of his *Comman-*
ders and other his *Officers* and
Seamen interested in the same.
 The evidencing of which will

*Discipline to
 to be recover-
 red and Dis-
 orders refor-
 med at Sea.*

*And not
 without
 charge to
 the Crown,
 for the better
 satisfaction
 of Comman-
 ders, &c.*

Mémoires touching

*Instanced in
the Establish-
ment about
Captains Ta-
bles, Forreign
Prizes, &c.*

not need more than one of sundry instances to be produc'd of it, namely, that of the *Establishment in July 1686.* (of near Date with the foregoing *Commission*) the Tenor whereof follows.

His Majesties Regulation in the business of Plate-Carriage, &c. with his Establishment of an Allowance to his Sea-Commanders for their Tables and other Encouragments to them, their Officers, and Companies.

James R.

WHereas from the *Enquiries* by us solemnly made

'made (since our accession to
 'the *Throne* of this our King-
 'dom of *England*) into the
 ' ~~the~~ *State* of our *Royal Navy*,
 'and the general *Disorders* in-
 'to which both it and its *Dis-*
 'cipline have of late years fal-
 'len, we are (among the ma-
 'ny other *Evils* discovered
 'therein, and which we have
 'already in great measure pro-
 'vided *Remedies* to) arrived at
 'a full Information in that
 'particular one, whereto our
 'Service is in a most especial
 'manner exposed, from the
 'liberty taken by *Commanders*
 'of our *Ships* (upon all op-

*Disorders in
 the Navy en-
 quired into,
 by the King.*

*Particularly
the diverting
the publick
service of his
Ships to pri-
vate uses.*

*Arising from
the abused li-
berty of car-
rying Plate,
&c.*

‘portunities of private profit)
 ‘of converting the Service of
 ‘our said Ships to their own
 ‘use, and the total neglect
 ‘of the *Publick Ends* for which
 ‘they, at our great Charge,
 ‘are set forth and maintained,
 ‘namely, the annoying of our
 ‘*Enemies*, the protecting the
 ‘*Estates* of our *Trading-Sub-*
 ‘*jects*, and the support of our
 ‘honour with *Forreign Princes*.
 ‘And forasmuch also as this
 ‘*Evil* seems principally to a-
 ‘rise from the universal abuse
 ‘of the liberty for some time
 ‘indulged to Our said *Com-*
 ‘*manders*, of Transporting of
Plate

' *Plate, Bullion and Jewels* ; to
 ' the occasioning thereby the
 ' said General mis-employment
 ' of our *Ships* , and our want
 ' of those full and frequent
 ' *Accounts* of the *Proceedings* of
 ' our Commanders abroad ,
 ' which by their known *Instru-*
 ' *ctions* they stand obliged to
 ' give us. Our *Will* and *plea-*
 ' *sure* is, and it is hereby so-
 ' lemnly declared.

I. That no *Admiral, Com-* Plate carri-
 ' *mander in Chief, Captain* of age, &c. re-
 ' any of our *Ships* , or other strained.
 ' *Officers* serving us therein ,
 ' shall presume from hencefor-
 ' ward upon any pretence, or
 by

‘ by vertue of any former Al-
‘ lowance, Instruction, or Pra-
‘ ctice whatsoever, to receive,
‘ direct, or permit to be recei-
‘ ved, on board any of our
‘ said Ships, any *Mony, Plate,*
‘ *Bullion, Jewels, or other Mer-*
‘ *chandize or Goods* (fine or
‘ gross) whatsoever, whether
‘ belonging to Strangers or
‘ our own Subjects, either un-
‘ der pretext of concealing or
‘ protecting the same, or the
‘ Transporting thereof from
‘ Port to Port, or from any For-
‘ reign Port for *England*, whe-
‘ ther upon *Application* to them
‘ made by any our *Merchant-*
Sub-

‘ *Subjects* in Forreign parts, or
‘ from any other inducement
‘ whatsoever, saving by Writ-
‘ ten Warrant under our own
‘ *Royal* hand, and that only ;
‘ upon pain of being (on con-
‘ viction) immediately dis-
‘ charged from their present,
‘ and rendred incapable of a-
‘ ny future Employment in
‘ our Service; as also of refun-
‘ ding to the use of our *maimed*
‘ Seamen of the *Chest* at *Cha-*
‘ *tham*, the full value of the
‘ profits they shall be found to
‘ have made by any violation
‘ of this our Order, and of
‘ suffering such further punish-
ment,

'ment, as by the *Laws* of the
'*Sea*, they shall become liable
'to for the same.

*The like as to
carrying of
Passengers.*

II. That none of our afore-
'said *General Officers* or private
'*Commanders* shall, (upon like
'forfeiture and penalties) pre-
'sume to carry, or direct the
'the carrying any *Passenger* or
'*Passengers* (whether strangers
'or others) of what Degree
'or Quality soever, from one
'place to another, in any of
'our *Ships of War* under their
'Command, unless by like
'particular Order given in
'Writing from our self for
'their so doing; such only
excepted

‘excepted, as by the Eleventh
 ‘Article of our present Gene-
 ‘ral *Instructions* they are ob-
 ‘liged to receive and give pas-
 ‘sage to; namely, our *Subjects*
 ‘redeemed from *Slavery*, *Ship-*
 ‘wreckt, or taken at Sea out of
 ‘*Forreign* Ships.

*With Excep-
 tions.*

III. ‘That all *Admirals* and
 ‘*Commanders in Chief* of Our
 ‘Ships do for the time to come
 ‘take care, that as often as
 ‘they shall have occasion
 ‘of giving *Orders* for the pro-
 ‘ceeding of any of Our
 ‘Ships under their Command
 ‘on any Service, the same be
 ‘done in Writing under their
 ‘hands

*Copies of all
 Sailing Or-
 ders issued or
 received at
 Sea to be
 transmitted
 to the Secre-
 tary of the
 Admiralty.*

' hands, with *Copies* thereof to
 ' be sent by the first opportu-
 ' nities of conveyance (by Land
 ' and Sea) to the *Secretary* of
 ' our *Admiralty* for our infor-
 ' mation, And that the same
 ' be in like manner done by
 ' the *Commanders* of every of
 ' our *private* Ships, in Trans-
 ' mitting to our said *Secre-*
 ' *tary* for our like Informa-
 ' tion, *Copies* of every *Or-*
 ' *der* they shall receive from
 ' their Admiral, Commander
 ' in chief, or other Superiour
 ' Officer.

' IV. That every of our
 ' fore-mentioned *Officers* and
 Com.

the Royal Navy.

III

Commanders respectively, do observe, that as often as our Service requires their going into any *Forreign Port*, they do by the first *Post* after their arrival, (and so from *Post* to *Post* during their stay there) give us (through the hand of our said *Secretary*) a particular Account of their *Proceedings*, from the date of their last, with *Abstracts* of their *Journals* during that time; and that care be taken for their leaving the like with our *Consul* or other publick *Minister* in that Place, to be by him forwarded to our said

*The like as to
Advices of
the Kings
Ships coming
into for-
reign Ports,
and Ab-
stracts of
their Jour-
nals.*

Memoires touching

'said *Secretary*, by the first
 'Conveyance after their de-
 'parture thence ; so as we
 'may at all times have a con-
 'stant and thorough know-
 'ledge of the *Condition, Servi-*
 'ces, and *Proceedings* of all and
 'every of our *Ships* employed
 'on *Forreign Service*, with the
 'occasions of the same.

*The like at
 the end of
 the Voyage,
 as to their
 Journals,
 and Entry-
 Books of Or-
 ders.*

'Lastly, That at the end of
 'each *Voyage*, an entire *Book*
 'containing a perfect *Journal*
 'thereof, together with a *Book*
 'of *Entries* to be kept of all *Or-*
 'ders, either issued or received
 'as before) by them therein,
 'be delivered for our use to
 'our

'our said *Secretary* of the *Ad-*
'*miralty* (and sworn to if re-
'quired) by every of our said
'*Admirals*, *Commanders* in
'*Chief*, and private *Comman-*
'*ders*, immediately upon their
'coming into Port to be
'laid up, and before the pay-
'ing off of the Ships whereto
'they respectively belong.
'Both which *Books* our said *Se-*
'*cretary* is to cause to be well
'examined by himself, or such
'other Person as shall be ex-
'pressly appointed thereto, in
'order to a *Report* to be there-
'from made to us, of the dif-
'ferent Degrees of care or ne-
I glect

Memoires touching

'gleſt wherewith theſe and all
 'other our *Orders* ſhall appear
 'to have been obſerved, and
 'our receiving full ſatisfaction
 'from them therein, before
 'the payment of their *Wages*,
 'or the further *Allowance* here-
 'after appointed in considera-
 'tion of their good Service
 'during their ſaid *Voyage*.

*Universal
 Obſervation
 of theſe Rules
 enjoyn'd.*

'Of all which as well every
 'our ſaid *Admirals*, *Comman-*
 'ders in Chief, private *Comman-*
 'ders of our *Ships*, and other
 'the Officers within mentio-
 'ned, as our preſent *Secretary*
 'of our *Admiralty*, and the
 'Secretary of our *Admiralty* for
 the

the time being, are hereby
required to yield full and
constant obedience and con-
formity, as they will answer
the contrary at their perils.

And to the end, that with
the Provision thus made to-
wards the recovery and ad-
vancement of the Honour,
Discipline, and Prosperity of
our Naval-Service; We may
at the same time Testifie our
like Royal Inclination to the
giving all reasonable Encon-
agement to those, who shall
from henceforward be em-
ployed as Commanders in any

*And encour-
aged by
the Establish-
ments of an
extraordi-
nary allow-
ance to Com-
manders for
support of
their Tables.*

' of our *Ships*; thereby as well
 ' to excite and oblige them to
 ' a strict compliance with
 ' these and all other our *Royal*
 ' Resolutions and Orders, as
 ' the better to enable them to
 ' support the *Charge* and Dig-
 ' nity of their said *Employments*
 ' and *Entertainment* therein,
 ' without resorting to *Methods*
 ' of doing it so injurious to
 ' our *Honour* and *Service*, and
 ' wasteful of our *Treasure*, as
 ' those before-mentioned have
 ' been.

We are in the first place
 ' graciously pleased (in fa-
 ' vour to our said *Commanders*)
 to

‘to take upon] our self an
‘encrease of *Charge* , beyond
‘what has ever hitherto been
‘at any one time done by any
‘of our *Royal* Predecessors ,
‘namely, by granting (as we
‘hereby do) to the *Commanders*
‘of every of our *Ships* and
‘*Vessels* (*Yachts* only excepted)
‘an annual *Allowance* (over
‘and above the value of the
‘*Viſtualling* they now enjoy in
‘common with their Ship’s
‘Companies) for the support
‘of their *Tables*, proportioned
‘to the respective Rates of the
‘Ships and Vessels they shall
‘happen severally to Com-
I 3 mand,

*This Allow-
ance to be-
gin, when.*

‘mand. The said *Allowance* to
 ‘commence upon those of
 ‘our Ships which are now
 ‘fitting forth, and shall at
 ‘any time hereafter be fit-
 ‘ted forth to the *Seas*, from
 ‘the Date and Delivery
 ‘of their Commanders and
 ‘Signing Officers joynt *Certi-*
 ‘ficates to the *Secretary* of our
 ‘*Admiralty*, and *Commissioners*
 ‘of our Navy, of their Ships
 ‘being compleatly fitted for
 ‘the Sea, and in readiness to
 ‘Execute our final Orders for
 ‘their Sailing. And upon such
 ‘of our *Ships* as are at this
 ‘present abroad; from the day
 of

‘of their Commanders recei-
ving from our said *Secretary*
(which he is with all con-
venient speed to dispatch to
them) Copies of this our
Order ; and to be continu-
ed both on the one and the
other to the Determination
of their respective *Voyages*.

'The value of which al-
'lowance hereby so granted
'is as follows.

The value of
that allow-
ance.

*A Table of the Annual Allow-
ance of a Sea-Commander of
each Rate.*

| Rate | Present Wa- ges. | | | Present Vi- ctualling. | | | Additional Grant for his Table. | | |
|------|---------------------|----|----|---------------------------|----|----|---------------------------------------|----|----|
| | £ | s. | d. | £ | s. | d. | £ | s. | d. |
| 1 | 273 | 15 | 0 | 12 | 3 | 4 | 250 | 0 | 0 |
| 2 | 219 | 00 | 0 | 12 | 3 | 4 | 200 | 0 | 0 |
| 3 | 182 | 00 | 0 | 12 | 3 | 4 | 166 | 5 | 0 |
| 4 | 136 | 10 | 0 | 12 | 3 | 4 | 124 | 5 | 0 |
| 5 | 109 | 10 | 0 | 12 | 3 | 4 | 100 | 0 | 0 |
| 6 | 91 | 00 | 0 | 12 | 3 | 4 | 83 | 0 | 0 |

Without les-
sening the al-
lowance al-
ready establi-
shed to ~~H~~g.s.
Flags.

‘ Wherein our Royal Inten-
‘ tion is, that this allowance
‘ for Tables granted to our said
‘ Commanders as Captains of
Private

‘Private Ships, shall not be
‘construed to the taking away
‘or diminishing ought of what
‘has been heretofore Establish-
‘ed to *Flag-Officers*, upon Ac-
‘count of their *Flags*.

‘And that we may yet the
‘more effectually excite to a
‘vigorous prosecution of our
‘Service, such of our said Com-
‘manders as shall be by us
‘employed in our Wars with
‘any of the people of Bar-
‘bary, (such as that wherein
‘we now are, and have, to the
‘great Expence of our Trea-
‘sure and hazard to our Sub-
‘jects Trading into those Seas,
for

*A further
Grant, to
them, their
Officers, and
Companies,
of the whole
value of
the Prizes
taken from
the People of
Barbary.*

‘for several years been engaged with those of *Sally*) we
‘are graciously pleas’d farther
‘to grant to such our *Commanders*, the full benefit of all
‘Prizes (both *Hulls, Furniture, Lading* and *Slaves*) that shall
‘be by them taken, whether
‘of *Ships of War, or Merchant Men*; saving only the Vessels
‘of our *Subjects* happening to
‘have fallen into the hands of
‘such our *Enemies*. In which
‘case, the *Salvage* only of the
‘Vessels of our *Subjects* so rescued, shall go to the *Retakers*.
‘The whole of which fore-
‘mentioned *Prizes* and *Salvage*
shall

shall be divided between the
 'Commander or Commanders, of
 'such our Ship or Ships (with
 'their *Officers* and *Companies*) as
 'were concerned in the Chase
 'and Capture of the said Pri-
 'zes, according to the *Law*
 'and *practice* of the Sea.

Provided always, that no
 'part of the Charge of securing
 'or maintaining any of the
 'Vessels, Lading, or Companies
 'of the said Prizes, shall be
 'placed to our Account, from
 'the day wherein the same
 'shall be first brought into a-
 'ny *Christian* Port; and that
 'the said Prizes be carried into
 Port,

Conditions of
 this Allow-
 ance.

Memoires touching

‘Port, with as little Charge
 ‘as may be to us, and with-
 ‘out any interruption to the
 ‘service wherein our said Ships
 ‘were imployed at the time
 ‘of the Capture.

*Strictness of
 Discipline in-
 culcated,
 with promise
 of yet more
 particular
 marks of the
 Kings bounty
 upon any sig-
 nal instances
 of their me-
 rits in his
 Service.*

‘Lastly, we are hereby gra-
 ‘tiously pleased further to de-
 ‘clare to all our said Admirals,
 ‘Commanders in chief, and pri-
 ‘vate Commanders, that as our
 ‘Royal Expectation will from
 ‘henceforward be, to have a
 ‘strict Account given us of their
 ‘careful applying themselves
 ‘to the Execution and Obser-
 ‘vance of these and all other
 ‘our Orders, with intention of

ex-

expressing our severest Dis-
pleasure against such of them
(whoever they be) as shall
be found in any wise negli-
gent or unfaithful in the
same. So are we no less gra-
ciously determined at the
End of their respective Voy-
ages, to Testifie by some es-
pecial Instance of our Boun-
ty (beyond what is hereby
already so Extraordinarily
provided for them) our
particular Regard to whoe-
ver of our said Commanders
shall appear to have meri-
ted the same from us, by
any signal Instances of their
In-

Memoires touching

'Industry, Courage, Conduct or
 'Frugality evidenced therein
 'on our behalf. Given at our
 'Court at Windsor this 15th.
 'day of July 1686.

By his Majesties Command.

S P E P Y S.

Return to the
 Ships.

Which Act having been here
 observ'd, out of the Respect no
 less due to the Care at the
 same time taken for the Re-esta-
 blishment of good Governanc
 upon his Majesties Ships
 broad,

broad, than the *Repair* and *Preservation* of those in *Port*; the Order of these *Notes* calls for my Return to the Works in doing upon the latter, and my observing thereon, as follows, *Viz.*

That the *satisfaction* his Majesty was pleas'd to conceive from the forementioned *Progress* of these Works, confirm'd by his own frequent *Visits*, and *Personal Inspections* there-into at the *Yards*, was such, as mov'd him (*six Months* within the time allow'd for it by the *Proposition*) to think them so far advanc'd, as not

The Kings satisfaction in the works done thereon.

From his personal Visits to the Yards, &c.

to

to need his any longer continuing the *Suspension* he had for their sakes laid (as before) upon the *Ordinary Methods* of his Navy. And therefore by his great Seal of the 12th. of *Octob.* 1688. (after having declar'd his Gracious *Acceptance* and *Approval* of the Services of these his *Commissioners*, in the full Execution of the *Proposition*, and their having brought all matters intrusted to them, into such a *Method*, as that his *Officers* might now perform them, more to his *Service*, than formerly they could.) He was pleas'd to determine the

Octob. 12.
1688.
The Execution of the Commission approved and confirmed.

the *Commission*, and recal his
 said *Officers* to their ancient
Duties, according to the
 known *Instructions* already in
 force, and the *Improvements*
 made therein by these *Gentle-*
men; inculcating to them his
 former *Directions* for the fi-
 nishing of their *Accounts*. A-
 mong which was in particular
 that of the *Thirty New Ships*,
 whercof (but for the *Revoluti-*
on immediately following in
 the *State*) a strict *Account* had
 been soon call'd for, and in-
 sisted on by the *King*; as being
 now (from the through know-
 ledge since attained concern-
 ing

He deter-
mining the
Commission
and recal
the Old Offi-
cers.

Remind-
ing them of
their Old Ac-
counts.

ing them) in a condition of being regularly and effectually controll'd.

*Effects of
this Commis-
sion.*

And so expir'd this *Commis-
sion*; and with what *Effects*
in reference to that diversity
of *Services* for which it was
Calculated, and (above all)
that one of the general Re-
demption of the *Fleet* of *En-
gland* from Ruin, will be best
understood, by looking back
to the *State* thereof just be-
fore its opening in *January*
1682, compar'd with what it
was left in at this its *Deter-
mination* in *October* 1688.
Which

*In the state
it then left
the Navy in.*

Which latter follows, *Viz.*

I. The *Fleet* then at Sea had (from its ordinary *Summer-Guard*) been rais'd in less than two Months (upon intelligence of the surprising Preparations then on foot in *Holland*) to no less than *sixty seven* of the King's own *Ships of War*, and *Fire-Ships* (besides *Tenders*, *Yachts*, and other small *Imbarcations*) of the Rates following.

Fleet at Sea,
Oct. 1688.
raised upon
short war-
ning.

*Abstract of the Fleet at
Sea at the close of the
Commission of the Na-
vy, October 1688.*

Man'd with above 12000
Men.

| | N ^o . | Men. |
|---|------------------|------|
| <i>Rates</i> — { 3 ^d ——— 12 ——— 4715 | | |
| — { 4 ——— 28 ——— 6318 | | |
| — { 5 ——— 2 ——— 220 | | |
| — { 6 ——— 5 ——— 370 | | |
| <i>Fire-Ships</i> ——— 20 ——— 680 | | |
| <i>Total</i> ——— 67 ——— 12303 | | |

II. All

I I. All but Three of the ^{*Ships in*} whole remaining Number (con- ^{*Harbour how*} tain'd in the *Proposition*) en- ^{*repair'd.*} tirely repair'd, or actual-
ly under Repair; with a
surplusage of *six Months*
Time, and a sufficiency of
Money and *Materials* rest-
ing in Bank and Magazine
for compleating that Remain-
der.

III. The *well-performance* ^{*Works how*} of which Works (both for ^{*perform'd,*} Extent and Substantialness) had for its first Evidence, the
Sum expended thereon, to ^{*Shewn by*} more by two Thirds than ^{*the excess of*} the highest Value the Sur- ^{*Charge ex-*} ^{*pended there-*} ^{*on.*}

veyor of the Navy, and his *Fellow-Officers* had Estimated, and the *Proposition* (grounded on those *Estimates*) Calculated the same at ; divers of them (to above *Thirty*) having been entirely *Rebuilt*, and some taken up *Hundreds*, others *Thousands* of Pounds in their *Refitting*, that had but few Months before (without ever going out of *Harbour*) been represented by the said *Officers* to have received from them a *full Repair*.

To which *Proof*, arising from the *Extraordinariness* of the

the *Sum* spent upon them, *And by the Reports of the Kings Master Builders and Assistants*
 succeeds that other *Ordinary*
 one of the *Reports* of the
Master Builders and their *Assi-*
stants, employ'd in the Dire-
 ction, and immediate Super-
 visure thereof. The Names
 of whom follow.

K 4

A

A List of all his *Majesties*
Master *Shipwrights* and their
Assistants serving him in his se-
veral *Yards* between *April 1686.*
and *October 1688.*

Wherein Note † signifies Dead and
* Preferred.

| Yards. | Mr. Shipwrights. | Assistants. |
|---------|---|--|
| Chath. | Mr. Robert Lee | { * Dan. Furzer Edw. Dummer Phineas Pett |
| Portf. | Mr. Isaac Betts. | Wm. Stiggant |
| Dept. | { † Mr. John Shish Mr. Fish. Harding | { * Fish. Harding Zach. Medbury |
| Woolw. | { † Mr. Tho. Shish Mr. Jos. Lawrence | { } ----- |
| Sheern. | { * Mr. J. Lawrence Mr. Dan. Furzer | { } ----- |

Persons

Persons, who (besides their *Advanc'd*
 having long before the *Date* *for their abi-*
 of this *Commission*, or any oc- *ilities under*
 casion fore-seen for it, been *K. Charles*
 from the Credit of their *Abi-*
lities advanc'd to these Char-
 ges in the time of *K. Charles*)
 had not only been all of them
 employ'd by the *Navy-Officers* *And em-*
 themselves in taking the very *ploy'd Orig-*
Surveys upon which the *Esti-* *nally in sur-*
mates of the Fleet's Decays *veying the*
 were Calculated, and thereby *Fleets De-*
 rendred themselves the most *cays, and now*
 concern'd to justify the same by *in their Re-*
 suitable Performances there- *pairs.*
 of, both as to Charge and
 efficacy ;

Whereof being the only possible judges, they alone by Duty and Practice stand accountable for them.

efficacy ; but the **Persons** upon whose *Testimonies*, and theirs only, in right and virtue of their *Places*, under the *Inspection* of the *Surveyor* of the Navy and *Commissioners* of the Yards (among whom in particular he at *Chatham* was at this time, for the importance of the Works there, one of the first Form of the *Master Builders* of *England*) the Crown always *has*, now *does*, and for ever must depend for its security in this *Matter* ; as being (in a word) the **Persons**, who by the *Practice* of the Navy stand alone charg'd with,

with, by their *Personal* services can alone be *knowing Judges* of, and by the standing *Obligations* of their *Places* do therefore alone rest *accountable*, and (as such) are only to be resorted to by the Crown for its satisfaction, in this *Particular*.

IV. Not only the six requir'd by the *Proposition*, but a compleat *Proportion* of eight Months *Sea-Stores* were actually provided and left by these *Gentlemen in Magazine* (each within its *Distinct* and proper *Repository*) for every Ship so repaired; with the like in *Materials*

Every repaired Ship furnish'd with 8 Months Sea Stores.

terials and Mony for the whole Remainder, as fast as finish'd.

The uncertain Measures thereof adjusted, ascertain'd, and enlarg'd.

And not only so; but in consideration of the different and uncertain Measures by which Boatswains and Carpenters of Ships had been heretofore supply'd (sometimes too sparingly with regard to the Kings Service, other whiles too largely with respect to his Purse) they made it their Work (upon best Information) to digest and see confirm'd by his Majesty, one uniform Establishment of Sea-Stores for an Officer of each Rate; and that

that so ample a one, as to be
 thought sufficient for answer-
 ing (upon occasion) a yet
 longer *Expence* than what it
 was strictly Calculated for.
 So as (to give it in *their own*
Terms to the King) We hope
 your Majesty will from hence-
 forward bear no more of the ma-
 ny *Evils attending the former*
Practice. Especially ; if the
 Good Husbandry of Your Com-
 manders shall bear any Propor-
 tion to that Mark of Bounty,
 which by your Late Establish-
 ment you have been pleas'd to
 grant for their Encouragement
 thereto.

*Benefit there-
 of to the
 King,*

*Commanders
 doing their
 part.*

And

Besides
which Sea-
stores to each
Ship, a gene-
ral Maga-
zine left, va-
lued together
at near
400000 l.

And yet to this so enlarged
a Proportion of Stores set a-
part for every particular Ship
(and amounting, with them
at Sea, to above two hun-
dred and fourscore Thousand
pounds) they still added (be-
yond all *Example*) and left
entirely in Magazine, such a
further Reserve for answering
the general Service of the Na-
vy, as amounted in eight only
Species thereof, to above one
hundred thousand pounds more;
Commodities all of greatest im-
portance and least to be de-
pended-upon from the Market,

as

as being (save one) all of *Foreign Growth*, viz:

Hemp. *Canvas.*

Pitch. *Iron.*

Tar. *Oyle.*

Rosin. *Wood.*

V. And for the safer keeping and more orderly disposing of this last-mentioned *Treasure*, by preventing the Wastes, Corruption, Imbezlements, and other the manifold mischiefs attending the want of proper and sufficient *Store-Room*, occasion'd by the

*Store-Room.
much wanting in the
Navy.*

the constant Growth of the Naval Action of England, without suitable enlargements to its other Accommodations; More new Magazines have (both as to Dimensions, Contents, and Charge) been erected within the two years and a half of this Commission, than had ever been before, by all the Kings of England put together.

Supply'd by new Erections beyond all it ever had before.

VI. Nor are the foremention'd Advances in these works less owing to the industry successfully exercised in the improvement of our Docks, than in that of the Magazines, by bettering the Old, and finishing

A suitable improvement of the Docks, and not less wanting.

ing the *New*; to the raising them to the *State* they are now left in, Superiour to all that the *Navy* of *England* ever before knew. And yet not more then its present Occasions call'd for, as not having permitted any one of them to lye unemploy'd two *Tides* together (while in condition for it) within the whole time.

7. *Four and Twenty* of *Seven* *Ships* come and *Twenty* of his Majesty's *Ships* and *Vessels*, come in from *Sea* during this *Commission*, and therefore (as being then abroad) not provided for in the *Proposition*, have been also

L fully

Ships come home, repaired and stored, though not of the *Proposition*.

fully *repair'd*, or left actually under *Repair*, furnish'd with like proportion of *Sea-Stores* (as before) without a Penny supply'd out of the Exchequer towards it.

And this within the Rate in the Proposition of 22 s. for Wear and Tear.

And in the doing this, that most important (and till now unheard-of) *Article* at the Close of the *Proposition*, relating to the future maintenance of his *Majesties Fleets* at *Sea* in their whole *Wear and Tear*, at no higher charge than that of 22 s. per Man a Month, has been also made good; and, in that single performance, a Foundation laid of

of saving to the Crown for ever, not only the whole *first Cost* of whatever Ships it shall have occasion of building in lieu of others become *irre- pairable*; but twenty six per Cent in the Charge of all suc- ceeding Repairs and Expence in their Stores and Furniture.

Saving for ever the whole first Cost of New- building, and 26 per Cent in all succee- ding Char- ges upon the Bodies of the Ships.

8. Every other Head of the *Proposition* strictly comply'd with, the Building of two small *Frigats* only excepted, which by express Command of the *King* were respited (and the Value of them therefore left uncall'd for out of the *Treasury*) till the weightier Works of his

Nothing un- done of the Proposition, but two of the small Frigats re- spited by Order.

great *Ships* would allow *Room* and *Leasure* for their being built in his own *Yards*.

Not a Penny of Debt unsatisfy'd, where the Party was at hand qualify'd to receive it.

IX. *Not a Penny* left unpaid to any *Officer*, *Sedman*, *Workman*, *Artificer* or *Merchant*, for any *Service* done in, or *Commodity* deliver'd to the use of the *Navy*, either at *Sea* or on *Shore*, within the whole time of this *Commission*, where the *Party* claiming the same was in the way to receive it, and had^r (if an *Accountant*) done his part, as such, towards the entitling himself to *Payment*.

Even in which *Case* too, any sufficiency of *Cash* was left in

Bank

Bank upon the Fond of this Commission, for clearing that Debt, as fast as by the Coming in of Ships, and adjustment of Accounts, the same could be brought into a Capacity and Right of being paid.

10. Lastly, The whole of this Proposition was thus made good, and therewith the Navy of England redeem'd from perishing, at a Charge not only not exceeding the 400000 l. per Ann. allotted for it by the King, and consequently not more than what the Navy appear'd (as before) to have been supply'd with all

The Proposition performed and Navy redeemed, at what Charge.

the time of its being so abandon'd to *Ruine* , but even for less than 310000 l. *per Annum* ; as the same stands verify'd by the *Accounts* thereof in the *Registry* of the *Navy*, and those *Accounts* (both as to Truth and Perspicuity) so digested, justify'd, and (after the Close of each year) presented to the *King* and his *Treasurers*, answering in every respect the Scope of the *Proposition*, by distinct Reckonings exhibited therein of every *Species* and parcel of *Goods* bought and spent, *Artificers* and *Workman* employ'd, *Pen-*

Verify'd by
the Accounts
thereof.

ny laid out, and *Service* perform'd (with the Difference or Agreement in the Charge of every such *Service* with its proper *Estimate*) as does not appear to have ever before been seen in the *Navy* of *England*, but (through the single *Industry* and peculiar *Conduct* of Mr. *Hewer*) is now remaining there, to shew *Posterity*, that there is nothing in the *Nature*, *Bulk*, or *Diversity* of Matters incident to the business of a *Navy* (even under the circumstances of *this*) to justify the so-long-admitted Pretence of an *Irre-*
L 4 *ducibleness*

ducibleness of its *Accounts*,
to a degree of *Order* and *Self-*
Evidence equal to the most
strict of any private Mer-
chant:

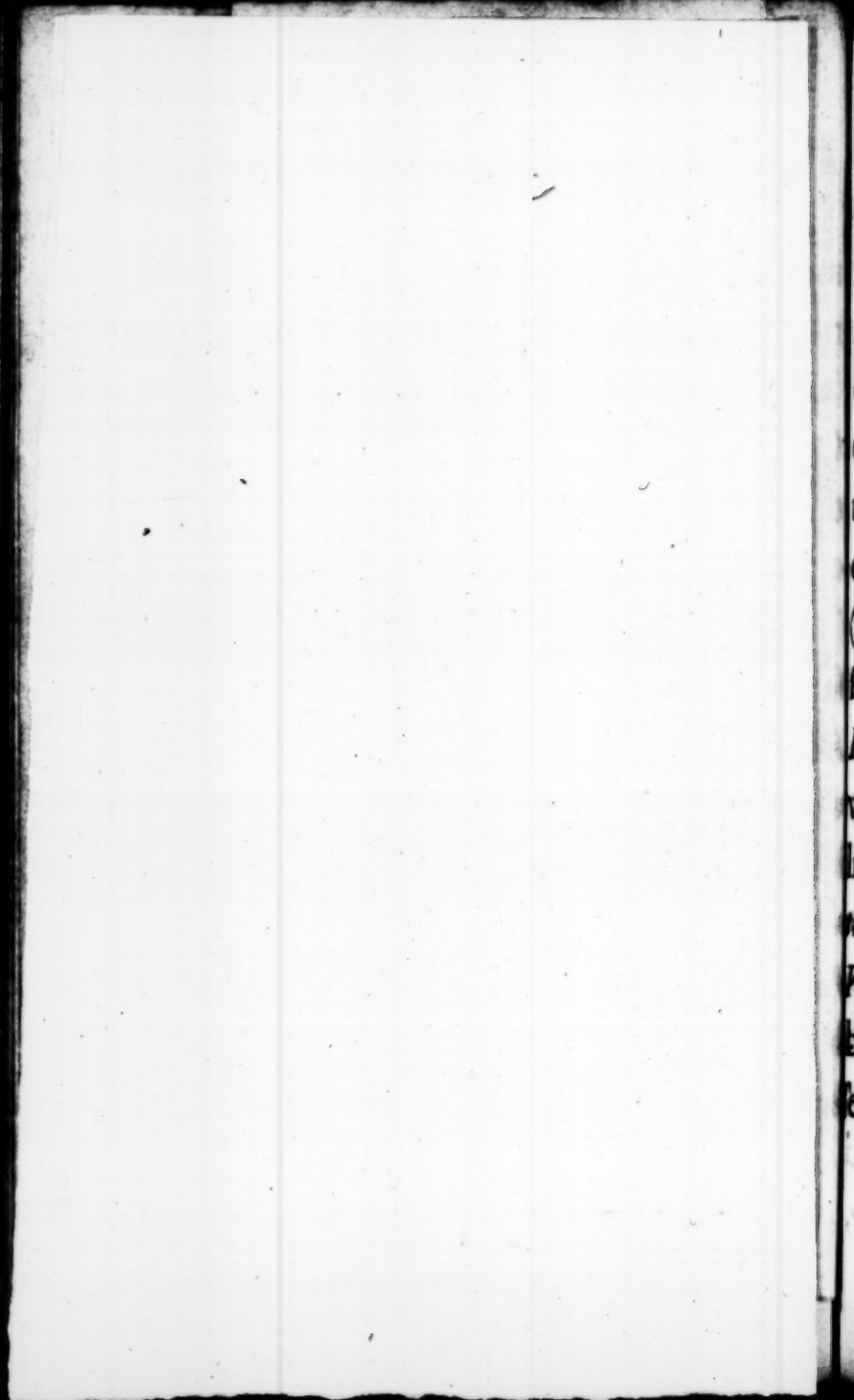
General State
of the Ac-
count upon
this Proposi-
tion, &c.

The general *State* of which
Accounts in the Case of the
present *Proposition*, and the
Works attending it (as the
same arises from the *subordi-*
nate Accounts relative there-
to) follows:

A Ge-

THIS CHART WILL BE
APPEARING AT THE

BE THE FIRST CHART
HE END OF THIS FILM



Which State of Accounts being (as it ought) admitted, in right to its *Vouchers* now resting (as from the very *Close* of this *Commission* they have done) in the hands of the so often-mentioned *Officers* of the *Navy*, who (after what has been here said) cannot but be esteem'd in Honour the most concern'd, as well as by *Duty* the most oblig'd, to see the same fully controll'd; these (among other *Particulars* no less considerable) offer themselves to Observation, viz.

The Officers of the Navy possessed of the *Vouchers* of this Account, and most concerned to see it controlled.

Observables from this Account.

1. That the 307000 l. the *Ballance* 307000 l. saved upon the Proposition.

Ballance of this *Account*, is the *Product* of these Gentlemens *Management*; as being so much saved of what might unexceptionably have been expended by them, out of the 400000 *l. Fond* assigned to the use of this *Proposition*.

*Fruits of this
Saving.*

2. That among the several other immediate and important *Fruits* of this *Saveing*, this is one; namely, the obtaining such an Enlargement of *Magazines*, and the amassing therein such a *Treasure* of *Stores*, as *England* was never before *Mistress* of, nor could now have had its *Navy* longer supported without.

3. *Lastly*,

3. *Lastly*, That this and all ^{Charge of} the above-mentioned *Advanta-* ^{this Manage-} ^{ment compar-} ^{ed with the} ^{last.} *ges* have been effected at no other *Cost*, than the bare *Wages* of the few *His Majesty* was pleas'd to call to this his *Service*, arising together to little more than 6000 *l.* While (had the *Work* been transacted by *Contract*) the whole of that 307000 *l.* *Ballance* must incontestably have been the *Reward* of the *Undertakers*; and the *Bargain* nevertheless not reckon'd any unthrifty one to the *Publick*, when it should be consider'd, that the Execution of this *Proposition* (with the many *Benefits*

fits attending it) within less than *three* years, would (even with that *Sum* included) have barely amounted to **One Million** ; while *five* entire years were lost, and the *Navy* all that time left under little less than a total *Desertion*, at the Expence (as before) of full **Two**. And of that also (without offence be it observ'd) near *Five* and *thirty thousand Pounds* taken up in *Wages* only, to a *Commission* of the *Admiralty*, during that very Management ; While this appears exempt of the *Charge* of any such *Commission*, or ought else extraordinary to the va-
lue

of a *Shilling*, beyond the
Simple *Wages* of a worn unas-
sisted SECRETARY.

And yet with such *Effect* And the dif-
ferent Effects
thereof.
too; that from the *Condi-
tion* the *Navy* was (by its
own Officers) reported in, at
His Majesty's Resuming it in
1684, when the *Gross* of its
Ships were wholly out of Re-
pair, and the best of them rea-
dy to *sink* in *Harbour*, with
little appearance of its having
by this time had any one of
them in a *State of Service*; it
has the present *Reputation*
(1690) of having *actually* at
Sea of its own *Ships of War*
and

and *Fire-ships* (exclusive of *Merchant-men* and *Forreigners*) a *Force* equal at least, or rather superiour, to the most powerful it ever at any one time had, in the most active year of a *Hollands-War*. And (which is more) the *Residue* (as to their *Hulls* and *Stores*) in a ready *State* of following them, if (as I am not to doubt) the same *wholesom* *Methods* have been since exercis'd towards them, with those they were brought-by into the *Condition* this *Commission* left them in, upon the 12th of *October*, 1688.

Which

Which leading me back to the fore-mentioned-State of this *Affair* in *October*; little rests for the carrying it on to that *signal Day*, that puts a natural *Bound* to the *subject* of these *Notes*, I mean the *Day* of my late *Royal* (but most unhappy) *Master's* Retiring in *December*; As having received little other *Alteration* within that time, than what arose from a small *Addition* to the *Fleet* under the *Lord Dartmouth*, and the coming home of some few others from *Foreign Service*; rendring the whole

The State of the Fleet in October 1688. carried on to the Day of the King's withdrawing himself in December.

Memoires touching
whole then abroad, as follows,

**Abstract of the Ships of
War and Fire-Ships in
Sea-Pay upon the 18th of
December, 1688.**

*Manned with above 14600
Men.*

*Ships at Sea
in December
1688.*

| | Ships | | | Men. |
|--------------------------------|------------|---------------|-------|-------|
| | At Sea. | Going out. | Total | |
| <i>Rate</i> — ^{3d} 10 | 10 | 5 | 15 | 6080 |
| — ⁴ 29 | 29 | 2 | 31 | 7015 |
| — ⁵ 2 | 2 | 0 | 2 | 220 |
| — ⁶ 4 | 4 | 0 | 4 | 295 |
| <i>Fire-Ships</i> — 22 | 22 | 4 | 26 | 965 |
| <i>Bomber</i> — 1 | 1 | 0 | 1 | 75 |
| <i>Total</i> — 68 | 68 | 11 | 79 | 14650 |

The

The Import of which *Fleet*, at a *Crisis* so eminent, as this is likely to appear in the future *Annals* of *England* (when it shall be remembered what passed, besides it, upon the *British-Seas* between the two last-cited *Periods* of *October* and *December*) seeming to require some more distinct *Report* of it, than what is to be gathered from the foregoing *Abstracts*; I subjoyn a *List*, specifying the *Rate*, *Name*, *Officers*, *Complement* of *Men* and *Station* of every *Ship* and *Vessel* of *His Majesty's* then in *Sea-Service*, viz.

*The same Re-
ported more
particularly,
for the sake
of what oc-
curr'd in our
Seas within
that Inter-
val.*

A General List of all His Majesty's Ships in Sea-Service and Pay, upon the Establishment, with their respective Rates, Complements of Men, and Stores.

| Rates | Ships | Commanders |
|-------|----------------------|------------------------------------|
| 3d | <i>Resolution</i> — | L. Dartmouth — C. Davis — |
| 3 | <i>Elizabeth</i> — | S. J. Berry V. A. — C. Nevill — |
| 3 | <i>Cambridge</i> — | C. Tyrwhit — |
| 3 | <i>Defiance</i> — | C. Ashby — |
| 3 | <i>Dreadnought</i> — | C. Akerman — |
| 3 | <i>Henrietta</i> — | C. Trevanion — |
| 3 | <i>Mary</i> — | C. Layton — |
| 3 | <i>Pendennis</i> — | Sir Will. Booth — |

Majesty's Ships and Vessels

the 18th of December, 1688.

Commanders, Lieutenants, Com-
Stations.

| Lieutenants | Men | Station |
|-------------|-----|---------|
| Millison— | 450 | Channel |
| Preene— | | |
| Gothe— | 475 | |
| Crawley— | | |
| Wright— | 420 | |
| Bois— | | |
| Bing— | 390 | |
| Littleton— | | |
| Bounty— | 355 | |
| Tyrwhit— | | |
| Gardner— | 355 | |
| Dilks— | | |
| Townesend— | 355 | |
| Hays— | | |
| Jennings— | 460 | |
| Kerr— | | |

| Rates | Ships | Commanders |
|-------|-----------------------------|-------------------------|
| 3d | <i>Plymouth</i> ——— | <i>C. Carter</i> ——— |
| 3 | <i>Tork</i> ——— | <i>C. Delavall</i> ——— |
| 4th | <i>Advice</i> ——— | <i>C. Williams</i> ——— |
| 4 | <i>Albans Saint</i> ——— | <i>C. Constable</i> ——— |
| 4 | <i>Anthelope</i> ——— | <i>C. Ridley</i> ——— |
| 4 | <i>Assurance</i> ——— | <i>C. Mack Don</i> ——— |
| 4 | <i>Bonadventure</i> ——— | <i>C. Hopson</i> ——— |
| 4 | <i>Bristol</i> ——— | <i>C. Leighton</i> ——— |
| 4 | <i>Centurion</i> ——— | <i>C. Elliot</i> ——— |
| 4 | <i>Constant Warwick</i> ——— | <i>C. Cornwall</i> ——— |
| 4 | <i>Crown</i> ——— | <i>C. Robinson</i> ——— |
| 4 | <i>David Saint</i> ——— | <i>C. Botham</i> ——— |
| 4 | <i>Deptford</i> ——— | <i>C. Rook</i> ——— |
| 4 | <i>Diamond</i> ——— | <i>C. Walters</i> ——— |
| 4 | <i>Dover</i> ——— | <i>C. Shovel</i> ——— |

| Lieutenants | Men | Station |
|----------------|-----|----------|
| Foulks — | | |
| Edwards — } | 340 | |
| Moody — } | | |
| Manley — } | 340 | |
| Haughton — | 230 | |
| Killigrew — | | |
| Bundee — } | 280 | |
| Pugh — | 230 | |
| Fitz Patrick — | 180 | |
| Granvil — | 230 | |
| Penn — | | Channel. |
| Townsend — } | 230 | |
| — — — | 230 | |
| Hales — | 180 | |
| Wickham — | 230 | |
| Jennings — } | | |
| Walker — } | 280 | |
| Guy — } | | |
| Bowyer — } | 280 | |
| Greenway — | 230 | |
| Dawes — | 230 | |

| | Rate | Ships | Commanders |
|-------|------|-----------------------|-----------------|
| | 4th | <i>Forefight</i> ——— | C. Standley |
| | 4 | <i>Greenwich</i> ——— | C. Wrenn |
| | 4 | <i>Fersey</i> ——— | C. Beverly |
| | 4 | <i>Mordaunt</i> ——— | C. Tyrrell |
| | 4 | <i>New Castle</i> ——— | C. Churchill |
| | 4 | <i>Nonfuch</i> ——— | C. Montgomery |
| | 4 | <i>Phænix</i> ——— | C. Gifford |
| | 4 | <i>Portland</i> ——— | C. G. Aylemore |
| | 4 | <i>Portsmouth</i> ——— | C. St. Loe |
| | 4 | <i>Ruby</i> ——— | C. Froud |
| | 4 | <i>Swallow</i> ——— | C. M. Aylemore |
| | 4 | <i>Tiger</i> ——— | C. Tenuant |
| | 4 | <i>Woolwich</i> ——— | C. Hastings |
| | 6 | <i>Lark</i> ——— | C. Grimsditch |
| | 6 | <i>Saudados</i> ——— | C. Graydon |
| Bomb. | | <i>Fire Drake</i> ——— | C. Leake |
| Ketch | | <i>Quaker</i> ——— | C. Allin |
| ts. | | <i>Cleveland</i> ——— | C. Hoskins |
| Y | | <i>Fubbs</i> ——— | C. R. Sanderfon |

| Officers | Lieutenant | Men | Station |
|----------|----------------|-----|---------|
| | Hubbard — | 230 | Channel |
| | Man — | | |
| | Vaughan — | 280 | |
| | Audeley — | | |
| | Hammond — | 230 | |
| | Carveth — | 230 | |
| | Harman — | 280 | |
| | Walbot — | 180 | |
| | Harrison — | 180 | |
| | Evanson — | 240 | |
| | Beaumont — | 220 | |
| | Gillam — | 230 | |
| | Whittaker — | 230 | |
| | Will. Murray — | 230 | |
| | Talmach — | 280 | |
| | Baker — | | |
| | — | 85 | |
| | — | 75 | |
| | — | 75 | |
| | — | 40 | |
| | — | 50 | |
| | — | 40 | |

| | Rate | Ships | Comm ^{an} ders |
|------------------|------|----------------------------|-------------------------|
| Y ^{ts.} | | <i>Isabella</i> ——— | <i>C. W. Sanderse</i> |
| | | <i>Katherine</i> ——— | <i>C. Elements</i> — |
| | | <i>Kitchin</i> ——— | <i>C. Crow</i> ——— |
| | | <i>Mary</i> ——— | <i>C. Fazeby</i> ——— |
| | | <i>Cygnat</i> ——— | <i>C. Shelley</i> ——— |
| | | <i>Dartmouth</i> ——— | <i>C. Legg</i> ——— |
| | | <i>Elizab and Sarah</i> | <i>C. Dover</i> ——— |
| | | <i>Guardland</i> ——— | <i>C. Jenifer</i> ——— |
| | | <i>Richard & John</i> | <i>C. Will Wright</i> |
| | | <i>Supply</i> ——— | <i>C. Crosse</i> ——— |
| F.Sh. | | <i>Guernsey</i> ——— | <i>C. Arthur</i> ——— |
| | | <i>Pearl</i> ——— | <i>C. Coale</i> ——— |
| | | <i>Richmond</i> ——— | <i>C. Fairborne</i> — |
| | | <i>Swan</i> ——— | <i>C. Johnson</i> ——— |
| | | <i>Sophia</i> ——— | <i>C. Mings</i> ——— |
| | | <i>Speedwell</i> ——— | <i>C. Powson</i> ——— |
| | | <i>Rose Salley Prize</i> | ————— |
| | | <i>Saint Paul</i> ——— | <i>C. Boteler</i> ——— |
| | | <i>Charles & Henry</i> | <i>C. Stone</i> ——— |
| | | <i>Roebuck</i> ——— | <i>C. Pooley</i> ——— |
| | | <i>Unity</i> ——— | <i>C. Wyvel</i> ——— |
| | | <i>Charles</i> ——— | <i>C. Potter</i> ——— |

| ers | Lieutenants | Men | Station |
|------|-------------|-----|----------|
| erfe | --- | 30 | 1 |
| | --- | 30 | |
| | --- | 30 | |
| | --- | 30 | |
| | --- | 30 | |
| | --- | 55 | |
| | --- | 25 | |
| gh | --- | 50 | |
| | --- | 20 | |
| | --- | 20 | |
| | --- | 50 | Channel. |
| | --- | 50 | |
| | --- | 50 | |
| | --- | 50 | |
| | --- | 27 | |
| | --- | 30 | |
| | --- | 37 | |
| | --- | 50 | |
| | --- | 25 | |
| | --- | 16 | |
| | --- | 25 | |
| | --- | 30 | J |

| Rate | Ships | Commanders |
|-------|-------------------------|---------------------|
| F.Sh. | <i>Half-moon</i> ——— | C. Munden ——— |
| | <i>Young Spragg</i> ——— | C. Wiseman ——— |
| Yacht | <i>Merlin</i> ——— | C. Wilde ——— |
| F.Sh. | <i>Eagle</i> ——— | C. Willford ——— |
| | <i>Sampson</i> ——— | C. Harris ——— |
| Yacht | <i>Navy</i> ——— | C. Cotton ——— |
| Ketch | <i>Kingsfisher</i> ——— | C. Swaine ——— |
| Yacht | <i>Monmouth</i> ——— | C. Will. Wright ——— |
| 4th | <i>Dragon</i> ——— | C. Killigrew ——— |
| 4 | <i>Sedgemore</i> ——— | C. Lloyd ——— |
| 5 | <i>Saphire</i> ——— | C. Tosier ——— |
| Hulk | <i>Leopard</i> ——— | ————— |
| 4 | <i>Assistance</i> ——— | C. Law. Wright ——— |
| 6 | <i>Drake</i> ——— | C. Spragg ——— |
| 5 | <i>Rose</i> ——— | C. George ——— |
| Ketch | <i>Deptford</i> ——— | C. Berry ——— |
| 6 | <i>Dunbarton</i> ——— | C. Roe ——— |

| Lieutenants | Men | Stations |
|----------------------|-----|--------------------------|
| | 35 | Channel. |
| | 20 | } <i>Portsm.</i> } Guard |
| | 30 | |
| | 45 | |
| | 50 | |
| | 20 | <i>Guernsey</i> |
| | 15 | <i>Jersey</i> |
| | 20 | <i>Ireland</i> |
| <i>Bokenham</i> — } | 185 | } |
| <i>Sherborne</i> — } | | |
| <i>Buckely</i> — } | 240 | } <i>Salley</i> |
| <i>Hawkins</i> — } | | |
| <i>Brisbane</i> — | 115 | |
| | 33 | |
| <i>Chapman</i> — | 200 | } <i>Jamaica</i> |
| | 65 | |
| <i>London</i> — | 105 | <i>New-England</i> |
| | 40 | } <i>Virginia</i> |
| | 70 | |

Ships

Ships just come-in

| Rate | Ships. | Commanders. |
|------|---------------------|-------------------|
| 3d | <i>Montague</i> ——— | L. Berkley, R. Ad |
| 3 | <i>Rupert</i> ——— | Sir Will. Jenner |

Ships go

| Rate | Ships. | Commanders. |
|------|------------------------|------------------|
| 3d | <i>Edgar</i> ——— | L. Berkley R. Ad |
| 3 | <i>Dunkirk</i> ——— | ——— |
| 3 | <i>Warspight</i> ——— | Sir Will. Jenner |
| 3 | <i>Hampton Court</i> — | C. Priestman |
| 3 | <i>Kent</i> ——— | Sir. F. Wheeler |
| 4 | <i>Tiger Prize</i> ——— | C. Smith ——— |
| 4 | <i>Sweepstakes</i> ——— | ——— |

to be exchanged.

| Lieutenants | Men | Station |
|--|------------|----------|
| Conway ——— } Every ——— } Staggins ——— } Day ——— } | 355 400 | Channel. |

ing out.

| Lieutenants | Men | Station |
|---|--|----------|
| Every ——— } ————— } ————— } ————— } Buck ——— } Usher ——— } ————— } ules ——— } ————— } | 460 340 420 460 460 230 80 | Channel. |

| Rate | Ships | Commanders |
|--|------------------|------------|
| F.Sh. | Mermaid. ——— | C. Ley ——— |
| | Thomas & Eliz. | ————— |
| | Owners Love ——— | ————— |
| | Cadiz Merebant-- | ————— |
| <div> <div>of the pre</div> <div>Rates and Qualities</div> <div> <div> <div>3d</div> <div>4</div> <div>5</div> <div>6</div> </div> <div> <div>Rates-</div> <div>Fireships</div> <div>Bomber</div> <div>Hulk</div> <div>Ketches</div> <div>Yachts</div> <div>Total -</div> </div> </div> </div> | | |

| Lieutenants | Men | Station |
|-------------|-----|-----------|
| | 50 | } Channel |
| | 40 | |
| | 40 | |
| | 45 | |

tract eding List.

| Ships | | Men |
|--------------|-----------|-------|
| Going out | To tal | |
| 5 | 15 | 6080 |
| 2 | 31 | 7015 |
| 0 | 2 | 220 |
| 0 | 4 | 295 |
| 4 | 26 | 965 |
| 0 | 1 | 75 |
| 0 | 1 | 33 |
| 0 | 3 | 95 |
| 0 | 9 | 260 |
| 11 | 92 | 15038 |

And

*A General
List and
State of the
whole
Navy of
England,
December
18. 1688.*

Memoires touching, &c.

And to the end nothing may be wanting to render these *Notes* completely expressive of the *State*, not of that *Fleet* only, but of the whole *Navy of England* at this so extraordinary *Conjuncture*, I add one *Table* more, shewing (through all the principle *Circumstances* of it) the particular *Condition*, wherein every *Ship* and *Vessel* thereof then stood, with the united *Force* of the *Whole*, as follows; viz.

A
LIST and STATE
OF THE
ROYAL NAVY.

N

A List and

Of the whole ROYAL NAVY
 in *Harbour*) upon the 18. day
Condition of each Ship and Vessel
Repairs and the Value of the
 day; containing also an *Account*
 presented to his Majesty by the
fects of every Ship comprehended
tion; compar'd with the *Re*
 thereon by the late *Commiss*
Commencement of their *Com*
 its *Determination*

Wherein the

That the Ships {
 Mark'd {
 { A. were at Sea
 { B. were in Har
 { C. have been
 { in the Black Letter

State

of England (whether at Sea or
 December 1688. shewing the
 therein, with respect to their
 rigging and Sea Stores, upon that
 of the last and highest Estimates
 of his Navy of the De-
 within Mr. Pepys's Propost-
 Recharge of the Works perform'd
 of the Navy, between the
 Commission March 25th. 1686. and
 October 12. 1688.

to be noted,

the said 25
 of March
 1686.
 the 30 New Ships.

Ships

| <i>Ships and Vessels.</i> | | <i>Place and Condition</i> | | |
|--|---|--|-------------------------|---|
| | | <i>At Sea or going forth.</i> | <i>repair'd.</i> | <i>In H Under Repair</i> |
| 1st. Rate. | | | | |
| <i>St. Andrew</i> ——— | B | — | * | |
| <i>Britannia</i> ——— | B | — | | * |
| <i>Charles Royal</i> ——— | B | — | * | |
| <i>George St.</i> ——— | B | — | | * |
| <i>James Royal</i> ——— | B | — | * | |
| <i>London</i> ——— | B | — | * | |
| <i>Michael St.</i> ——— | B | — | | * |
| <i>Prince Royal</i> ——— | B | — | | |
| <i>Sovereign</i> ——— | B | — | * | |
| 2d. Rate. | | | | |
| <i>Albemarle</i> ——— | B | — | * | |
| <i>Coronation</i> ——— | B | — | * | |
| <i>Duke</i> ——— | B | — | * | |

| Dec. 18. 1688. | | Estimates of their Defects. | Real charge of their Repairs. | Value of their Rig- ging and Sea Stores. |
|-------------------------|------------------------------|-----------------------------------|-------------------------------------|---|
| Harbour. | | | | |
| To be re- pair'd. | Newly come in from Sea | | | |
| | | £. | £. | £. |
| | | 1616 | 1650 | 4296 |
| * | | 2315 | 2138 | 5181 |
| | | 1577 | 1646 | 4735 |
| * | | 1918 | — | 4296 |
| | | 1400 | 1882 | 4735 |
| | | 796 | 1574 | 4296 |
| * | | 1286 | 5092 | 3668 |
| * | | — | — | 4735 |
| | | 2134 | 1349 | 5181 |
| | | <u>13042</u> | <u>15331</u> | <u>41123</u> |
| | | | | |
| | | 3213 | 3773 | 4296 |
| | | 1200 | 1327 | 4296 |
| | | 719 | 2862 | 4296 |

| Ships and Vessels. | | Place and Condition | |
|--------------------------|---|------------------------------|-------------------------------|
| | | At Sea or going forth. | In Harbour Under Repair |
| Dutchess | B | | * |
| Katherine | B | | * |
| Neptune | B | | * |
| Ossory | B | | * |
| Sandwich | B | | * |
| Vanguard | B | | * |
| Victory | B | | |
| Windsor Castle | B | | * |
| 3d. Rate. | | | |
| Anne | B | | * |
| Berwick | B | | * |
| Bzedah | B | | * |
| Burford | B | | * |
| Cambridge | B | * | |
| Captain | B | | * |

Dec. 18. 1688.

bour.

To be Newly
re- come in
pair'd. from Sea

Estimates
of their
Defects.

Real charge
of their
Repairs.

Value of
their Rig-
ging and
Sea Stores.

£

£

£

1193

2816

4296

1499

2081

3668

949

1622

4296

837

745

4296

1622

3015

4296

897

1027

4296

*

650

3438

3668

4296

12779

22716

46000

862

2203

2976

1055

370

2976

1186

1742

2976

975

2165

2976

944

4999

2580

1215

3046

2976

| Ships and Vessels. | | Place and Condition | | |
|--------------------------|---|------------------------------|-----------------------------|-----------------|
| | | At Sea, or going forth | In Har- bour repair'd | Under Repair |
| Defiance | B | * | | |
| Dreadnought | B | * | | |
| Dunkirk | B | * | | |
| Eagle | B | | * | |
| Edgar | B | * | | |
| Elizabeth | B | * | | |
| Essex | B | | * | |
| Exeter | B | | * | |
| Expedition | B | | * | |
| Grafton | B | | * | |
| Hampt. Court | B | * | | |
| Harwich | B | | * | |
| Henrietta | B | * | | |
| Hope | B | | * | |
| Kent | B | * | | |
| Lenox | B | | * | |
| Lion | B | | * | |

| Dec. 18. 1688. | | Estimates of their Defects. | Real charge of their Repairs. | Value of their Rig- ging and Sea Stores. |
|------------------------|------------------------------|-----------------------------------|-------------------------------------|---|
| To be re- pair'd | Newly come in from Sea | | | |
| | | £ | £ | £ |
| | | 512 | 1747 | 2365 |
| | | 1140 | 1780 | 2195 |
| | * | 409 | 592 | 1903 |
| | * | 705 | 586 | 2976 |
| | * | 1911 | 7141 | 2976 |
| | | 503 | 1444 | 2976 |
| | | 1427 | 1454 | 2976 |
| | | 1391 | 553 | 2976 |
| | | 725 | 401 | 2976 |
| | | 735 | 1496 | 2976 |
| | | 830 | 4771 | 2976 |
| | | 634 | 885 | 2580 |
| | | 594 | 945 | 2195 |
| | | 1257 | 1922 | 2976 |
| | | 1382 | 1670 | 2976 |
| | | 354 | 797 | 2976 |
| | | 602 | 955 | 2195 |

| Ships and Vessels: | Place and Condition | | | |
|--------------------------|---------------------|-------------------------------|------------------|-----------------|
| | | At Sea, or going forth. | In repair &c. | Under Repair |
| Mary | B | * | | |
| Monck | B | | | * |
| Monmouth | B | | * | |
| Montague | B | | * | |
| Northumberland | B | | * | * |
| Royal Oak | B | | | |
| Pendermiss | B | * | | |
| Plymouth | B | * | | |
| Resolution | B | * | | |
| Restauration | B | | * | |
| Rupert | B | | * | |
| Sterling-Cast | B | | * | |
| Suffolk | B | | * | |
| Swiftsure | B | | * | |
| Warspight | B | * | | |
| York | B | * | | |

Dec. 18. 1688.

| Your. | | Estimates | Real charge | Value of |
|-----------|----------|-----------|-------------|-------------|
| To be | Newly | of their | of their | their Rig- |
| Re- | come in | Defects | Repairs. | ging and |
| Repair'd. | from Sea | | | Sea-Stores. |
| | | £ | £ | £ |
| | | 3152 | 7236 | 2195 |
| | | 1565 | 2212 | 2195 |
| * | | 997 | 5643 | 2365 |
| | | 503 | 3814 | 2365 |
| | | 1186 | 1114 | 2976 |
| * | | — | — | 2976 |
| | | 736 | 1521 | 2976 |
| | | 670 | 1111 | 2195 |
| | | 510 | 1292 | 2365 |
| | | 2969 | 734 | 2976 |
| | | 129 | 420 | 2365 |
| | | 1349 | 2033 | 2976 |
| | | 357 | 1857 | 2976 |
| | | 610 | 941 | 2580 |
| | | 1959 | 4130 | 2365 |
| | | 1460 | 4147 | 2195 |
| | | 39502 | 81869 | 104670 |

187

| <i>Ships and Vessels.</i> | | <i>Place and Condition</i> | | |
|-----------------------------------|---|---------------------------------------|--------------------------------------|-------------------------|
| | | <i>At Sea, or going forth</i> | <i>In Har- bour repair'd</i> | <i>Under Repair</i> |
| <i>4th: Rate.</i> | | | | |
| <i>Advice</i> ——— | B | * | | |
| <i>Albans St.</i> ——— | C | * | | |
| <i>Antelope</i> ——— | B | * | | |
| <i>Assistance</i> ——— | B | * | | |
| <i>Assurance</i> ——— | B | * | | |
| <i>Bonadventure</i> ——— | A | * | | |
| <i>Bristol</i> ——— | A | * | | |
| <i>Charles Gally</i> ——— | B | | | |
| <i>Centurion</i> ——— | B | * | | |
| <i>Constant Warwick</i> ——— | B | * | | |
| <i>Crown</i> ——— | A | * | | |
| <i>David St.</i> ——— | B | * | | |
| <i>Deptford</i> ——— | C | * | | |
| <i>Diamond</i> ——— | B | * | | |
| <i>Dover</i> ——— | B | * | | |

Dec. 18. 1688.

189

| Hour. | | Estimates | Real charge | Value of |
|-------|----------|-----------|-------------|------------|
| to be | Newly | of their | of their | their Rig- |
| re- | come in | Defects. | Repairs. | ging and |
| paid. | from Sea | | | SeaStores. |
| | | £ | £, | £ |
| | | 2902 | 1558 | 1582 |
| | | 2212 | 3597 | 1582 |
| | | 1749 | 2142 | 1582 |
| | | 1812 | 3640 | 1582 |
| | | 989 | 1316 | 1348 |
| | | | | 1582 |
| | | | | 1582 |
| | * | 186 | 183 | 1348 |
| | | 1222 | 3496 | 1582 |
| | | 1189 | 451 | 1348 |
| | | | | 1582 |
| | | 210 | 687 | 1903 |
| | | 2377 | 4596 | 1728 |
| | | 576 | 821 | 1582 |
| | | 1849 | 3043 | 1582 |

| Ships and Vessels. | | Place and Condition | | |
|--------------------------|---|------------------------------|-------------------|------------|
| | | At Sea or going forth. | In H repair'd. | Und Rep |
| Dragon | B | * | | |
| Falcon | A | | | |
| Forefight | B | * | | |
| Greenwich | B | * | | |
| Hampshire | B | | * | |
| Happy Return | A | | | * |
| James Gally | A | | * | |
| Jersey | B | * | | |
| Kingfisher | A | | | * |
| Mary Rose | A | | | |
| Mary Gally | C | | * | |
| Mordaunt | B | * | | |
| New Castle | B | * | | |
| Nonfuch | B | * | | |
| Oxford | A | | | * |
| Phoenix | A | * | | |
| Portland | B | * | | |

Dec. 18. 1688

191

| Hour. | | Estimates of their Defects. | Real charge of their Repairs. | Value of their Rig- ging and Sea Stores. |
|-------------------------|------------------------------|-----------------------------------|-------------------------------------|---|
| To be re- pair'd. | Newly come in from Sea | £. | £. | £. |
| | | 748 | 268 | 1472 |
| | * | — | — | 1348 |
| | | * 390 | 380 | 1582 |
| | | 280 | 374 | 1903 |
| | | 2500 | 3349 | 1472 |
| | | * | — | 1728 |
| | | * | — | 1348 |
| | | 2254 | 1416 | 1582 |
| | | * | — | 1903 |
| | * | — | — | 1582 |
| | | — | — | 1348 |
| | | 642 | 1025 | 1582 |
| | | * 1329 | 2223 | 1728 |
| | | 1721 | 2024 | 1348 |
| | | — | — | 1903 |
| | | — | — | 1348 |
| | | 1922 | 4689 | 1728 |

| Ships and Vessels. | | Place and Condition | | |
|--------------------------|---|------------------------------|-------------------|-----------------|
| | | At Sea or going forth. | In Ho repair'd | Under Repair |
| Portsmouth | B | * | | |
| Reserve | B | | | |
| Ruby | A | * | | |
| Sedgemore | C | * | | |
| Swallow | B | * | | |
| Sweepstakes | B | * | | |
| Tiger | B | * | | |
| Tiger Prize | B | * | | |
| Woolwich | B | * | | |
| 5th. Rate. | | | | |
| Rose | A | * | | |
| Saphire | A | * | | |

Dec. 18. 1688.

| Hour. | | Estimates | Real charge | Value of |
|--------|----------|--------------|--------------|--------------|
| To be | Newly | of their | of their | their Rig- |
| re- | come in | Defects. | Repairs. | ging and |
| air'd. | from Sea | | | Sea Stores. |
| | | £ | £ | £ |
| | | 2500 | 2649 | 1472 |
| | * | 427 | 259 | 1582 |
| | | | | 1582 |
| | | 2337 | 3650 | 1728 |
| | | 1314 | 1571 | 1582 |
| | | 1368 | 1612 | 1348 |
| | | 326 | 365 | 1728 |
| | | 1348 | 1102 | 1582 |
| | | 525 | 1513 | 2195 |
| | | <u>39204</u> | <u>54001</u> | <u>65199</u> |
| | | | | |
| | | | | 902 |
| | | | | 1031 |
| | | | | 1933 |
| | | | | |

| Ships and Vessels. | Place and Condition | | |
|--------------------------|------------------------------|-------------------------|-----------------|
| | At Sea, or going forth | In Harbour repair'd. | Under Repair |
| 6th. Rate. | | | |
| Drake ——— | A | * | |
| Dunkarton ——— | B | * | |
| Fausau ——— | B | * | |
| Greybonnd ——— | A | * | |
| Larke ——— | A | * | |
| Saudadoes ——— | A | * | |
| Bombers | | | |
| Fire-Drake ——— | C | * | |
| Portsmouth ——— | A | * | |
| Salamander ——— | C | * | |

Dec. 18. 1688.

195

| Hour. | | Estimates of their Defects. | Real charge of their Repairs. | Value of their Rig- ging and Sea Stores. |
|-------------------------|------------------------------|-----------------------------------|-------------------------------------|---|
| To be re- pair'd. | Newly come in from Sea | | | |
| | | £ | £ | £ |
| | | | | 536 |
| | | *156 | 288 | 634 |
| | | *30 | 36 | 391 |
| | | | | 634 |
| | | | | 634 |
| | | | | 634 |
| | | 186 | 324 | 3463 |
| | | | | |
| | | | | 634 |
| | | | | 391 |
| | | | | 536 |
| | | | | 1561 |

| Ships and Vessels. | Place and Condition | | |
|--------------------------|------------------------------|------------------------------|-----------------|
| | At Sea or going forth. | In Har- bour repair'd. | Under Repair |
| Fire Ships | | | |
| Cadiz-Merchant - C | * | | |
| Cygnat ——— C | * | | |
| Charles ——— C | * | | |
| Charles and Henry C | * | | |
| Dartmouth ——— A | * | | |
| Eagle ——— A | * | | |
| Eliz. and Sarah— C | * | | |
| Guardland ——— B | * | | |
| Guernsey ——— B | * | | |
| Half-Moon ——— C | * | | |
| Mermaid ——— A | * | | |
| Owners Love — C | * | | |
| Pearle ——— A | * | | |
| Paul St. ——— B | * | | |
| Rich. and John— C | * | | |

18. 1688.

H. 11

he Newly
come in
from Sea

Estimates
of their
Defects.

Real charge
of their
Repairs.

Value of
their Rig-
ging and
Sea-Stores.

197

| | | | | |
|--|------|---|------|-------|
| | * | B | | |
| | 22 | C | 22 | |
| | * | B | | |
| | * | B | | 250 |
| | * | B | | 250 |
| | * | C | | 2732 |
| | * | C | | 10312 |
| | * | B | | 9022 |
| | * | C | | 300 |
| | 295 | C | 147 | 1031 |
| | 1150 | B | 1685 | 1031 |
| | | | | 634 |
| | | | | 1031 |
| | | | | 1031 |
| | 630 | | 1014 | 1031 |
| | | | | |

| Ships and Vessels. | | Place and Condition | | |
|--------------------------|---|------------------------------|----------|-----------|
| | | At Sea or going forth. | repair'd | In Repair |
| Richmond | B | * | | |
| Roeback | C | * | | |
| Rose | B | * | | |
| Sampson | B | * | | |
| Sophia | B | * | | |
| Speedwell | C | * | | |
| Supply | C | * | | |
| Swann | B | * | | |
| Thomas and Eliz. | C | * | | |
| Unity | C | * | | |
| Young Spragg | B | * | | |
| Hoys. | | | | |
| Delight | B | | * | |
| Lighter | B | | * | |
| Marygold | B | | * | |

Dec. 18. 1688.

| Hour. | | Estimates of their Defects. | Real charge of their Repairs. | Value of their Rig- ing and Sea Stores. |
|-------------------------|------------------------------|-----------------------------------|-------------------------------------|--|
| To be re- paired. | Newly come in from Sea | £. | £. | £. |
| | | 590 | 1403 | 902 |
| | | | | 250 |
| | | 155 | 575 | 902 |
| | | 520 | 411 | 902 |
| | | 110 | 182 | 536 |
| | | | | 280 |
| | | | | |
| | | 795 | 633 | 1031 |
| | | | | |
| | | | | 277 |
| | | 80 | 126 | 390 |
| | | | | |
| | | 4325 | 6176 | 14265 |
| | | | | |
| | | | | |
| | | | | |
| | | | | |

199

| Ships and Vessels. | Place and Condition | | |
|--------------------------|-------------------------------|--------------|------------------|
| | At Sea, or going forth. | In repair'd. | Under Repair. |
| Nonsuch ————— | C | * | |
| Transporter ——— | B | * | |
| Unity Horseboat | B | * | |
| Hulkes. | | | |
| Arms of Horne ——— | B | * | |
| Arms of Rotterd. — | B | * | |
| French Ruby ——— | B | * | |
| George Saint ——— | B | * | |
| Leopard ——— | B | * | |
| Maria Prize ——— | C | } Gibr. | |
| Pantoone ——— | B | | |
| State-House ——— | B | * | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 | 96 | 97 | 98 | 99 | 100 |
|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-----|

10

This image shows a blank, aged, cream-colored page, likely an endpaper or flyleaf of a book. The paper has a slightly textured appearance with some faint smudges and discoloration, characteristic of old paper. The left edge of the page shows the binding of the book, with visible stitching and the inner cover material. The overall tone is warm and slightly yellowed, suggesting the age of the document.

1990

| <i>Ships and Vessels.</i> | | <i>Place and Condition</i> | | |
|-----------------------------------|---|---------------------------------------|-------------------------------|-------------------------|
| | | <i>At Sea, or going forth</i> | <i>In Harb'r repair'd</i> | <i>Under Repair</i> |
| Ketches. | | | | |
| <i>Deptford</i> ——— | A | * | | |
| <i>Kingfisher</i> ——— | A | * | | |
| <i>Quaker</i> ——— | A | * | | |
| Smacks. | | | | |
| <i>Escape Royal</i> ——— | B | | * | |
| <i>Little London</i> ——— | B | | * | |
| <i>Sheerness</i> ——— | B | | * | |
| <i>Shish</i> ——— | B | | * | |
| <i>Tow-Engine</i> ——— | B | | * | |

Dec. 18. 1688.

203

[illegible]

| Ships and Vessels. | | Place and Condition | | |
|--------------------------|---|------------------------------|------------------------------|------------------|
| | | At Sea or going forth. | In Har- bour repair'd. | Under Repair. |
| Yachts. | | | | |
| Charlotte | A | | * | |
| Cleveland | B | * | | |
| Fubbs | A | * | | |
| Henrietta | A | | * | |
| Femmy | B | | * | |
| Isabella | A | * | | |
| Isle of Wight | B | | * | |
| Katherine | A | * | | |
| Kitchin | A | * | | |
| Mary | A | * | | |
| Merlin | B | * | | |
| Monmouth | A | * | | |
| Navy | A | * | | |
| Quinborow | B | | * | |

Dec. 18. 1688.

Hour.

To be
Re-
pair'd

Newly
come in
from Sea

Estimates
of their
Defects.

Real charge
of their
Repairs.

Value of
their Rig-
ging and
Sea-Stores.

££

££

££

550

550

550

550

160

360

100

550

500

550

550

550

400

50

5970

An Abstract of the foregoing of England, upon the 18.

Force of

| Ships and Vessels: | Place and Condition | | |
|--------------------------|-------------------------------|-------------------------------|-----------------|
| | At Sea, or going forth. | In Har- bour, repair'd. | Under Repair |
| Rates. | 1. — | 5 | 3 |
| | 2. — | 9 | 1 |
| | 3. — | 15 | 22 |
| | 4. — | 31 | 3 |
| | 5. — | 2 | |
| | 6. — | 4 | 2 |
| Bombers — | 1 | 2 | |
| Fireships — | 26 | | |
| Hoys — | | 6 | |
| Hulks — | 1 | 7 | |
| Ketches — | 3 | | |
| Smacks — | | 5 | |
| Tachts — | 9 | 5 | |
| | 92 | 66 | 8 |

*List and State of the Royal Na-
vies of December 1688. with the
Force of the whole.*

| Dec. 18. 1688. | | | <i>Force.</i> | |
|----------------------------------|---------------------------------------|---------------|---------------|--------------|
| <i>four.</i> | | | | |
| <i>To be re- pair'd.</i> | <i>Newly come in from Sea</i> | <i>Total.</i> | <i>Men.</i> | <i>Guns.</i> |
| I | — | 9 | 6705 | 878 |
| I | — | 11 | 7010 | 974 |
| I | — | 39 | 16545 | 2640 |
| 3 | 4 | 41 | 9480 | 1908 |
| — | — | 2 | 260 | 60 |
| — | — | 6 | 420 | 90 |
| — | — | 3 | 120 | 34 |
| — | — | 26 | 905 | 218 |
| — | — | 6 | 22 | — |
| — | — | 8 | 50 | — |
| — | — | 3 | 115 | 24 |
| — | — | 5 | 18 | — |
| — | — | 14 | 353 | 104 |
| 83 | 4 | 173 | 42003 | 6930 |

Conclusion.

And having thus summarily brought this *Deduction* of the last *Ten* years *Home-Transactions* of our *Navy* to the day I first set for its *Period*, as it also (most wellcomely) proved to my own (now 30 *Years* Relation to't; wherein (as an *Englishman*, and in a *Service* purely *English*) I have ever with all simplicity of mind contended, to render this humble *Province* of mine useful to my *Country*: I close this *Paper*.

Which

Which amounting to little more than the *Contents* of one *Chapter* of a greater Number, wherewith the *World* may some time or other be more largely entertain'd upon the general Subject of the *Navalia* of *England*; I have, (for preventing either others or my own being misled, to the *believing* or *reporting* ought herein needing *Animadversion*) chosen to expose what is here said, Now, while so many are surviving, whose *Memories* (joyn'd with the easie Recourse to be still had to the *Original Registers* thereof in the *Offices* of the

R *Admiralty*

Admiralty and Navy) may enable them to do right to the *Publick*, *Themselves*, and *Me*, by a timely rectifying of any *Errors*, or Improvement of any *Truths*, which *Time* may otherwise render in themselves less discoverable, or Us less solicitous in the looking after them. In which consideration I shall (not gladly only, but) thankfully receive Intimations of any *Matters* herein calling for *Amendment*; as well-knowing how far from *infallible* his best *endeavours* must be, that has to do with a *Subject* so extensive, various, and complicate, as that
of

of a *Navy*; and a *Navy* circum-
stanc'd as this happens to be
within the limits of this *Chap-*
ter.

But whatever (more or
less) I may meet with from
better *Hands* towards the im-
provement of this *Schitz*:
Somewhat (I trust) of present
utility may (even as it is) be
hoped for from it, in the so am-
ple, fresh, and costly *Experiment*
(and to *England* most instru-
ctive) which this *Paper* exhibits,
of the *Validity* of these three
Truths in its *Sea Oeconomy*,
Viz.

I. That

Corollarys
from the
Premises.

1. — **That** Integrity, and general (but unpractic'd) Knowledge, are not alone sufficient to conduct and support a Navy so, as to prevent its Declension into a State little less unhappy, than the worst that can befall it under the want of both.

2. — **That** not much more (neither) is to be depended on, even from Experience alone and Integrity; unaccompany'd with Vigour of Application, Assiduity, Affection, Strictness of Discipline, and Method.

That

3.—*That it was a strenuous Conjunction of all these (and that Conjunction only) that within half the Time, and less than half the Charge it cost the Crown in the exposing it, had (at the very instant of its unfortunate Lord's Withdrawing from it) rais'd the Navy of England from the lowest state of Impotence, to the most advanced step towards a lasting and solid Prosperity, that (all Circumstances consider'd) this Nation had ever seen it at.*

And yet not such; but that (even at this its Zenith) it both
did

Memoires touching
did and suffer'd sufficient to
teach us, that there is *Some-*
thing above both *That* and *Us*,
that Governs the *World*.

To which (Incomprehen-
sible) *alone be*
GLORY.

F I N I S.

Index.

A

Account of the Monies spent and
Services perform'd upon the Pro-
sition, Stated. Page 152

—Its Vouchers; and Observeables
therefrom. 153

Accounts of the Officers of the Navy
their Adjustment provided for. 43

—Of the Charge of the 30 New Ships
never made up. 19, 129

—Provision on that behalf by Parlia-
ment and otherwise yet ineffe-
ctual. 20

—Tho inculcated by the King. 129

Admiralty - Management alter'd by
K. Charles April 1679. 2

Vide-Commission.

Buil-

Index.

B

Builders *and their Assistants in the Kings Yards,—Viz.*

—*Their present List.* 136

—*The Surveyors and Estimators of Works to be perform'd there.* 137

—*They alone charg'd with, the proper Judges of, and the Crowns only Security for the well performance of them.* *ibid.*

—*Their Reports of the present Works.* 97, 135

—*General List of the most Eminent present Ship-Builders of England, 1686.* 52

—*Conference between them and the Commissioners of the Navy about Foreign Timber, and Plank.* 66

—*Sum of their Opinions thereon.* 79

Commanders

Index.

C

Commanders *restrain'd and regulated in their Proceedings at Sea,*

111, 124

An Extraordinary Allowance for their Tables.

115

That and their other Allowances adjust-

— Encourag'd by

ed.

120

A Grant of Prizes.

121

Further Conditional Rewards to be expected at the End of their Voyages.

124

Commission of the Admiralty,

May 1679.

10

— Conduct thereof noted generally.

11

— Annual Supply thereto from the Exchequer.

21

— Dissolv'd, May 1684.

13

Condition

Index.

| | | | |
|----------------------------|-------------------|-----------------|-----|
| —Condition of the | { | Opening. | 4 |
| Navy at its | | Dissolution. | 13 |
| Commission | of the Navy April | | |
| 1686. | | | 56 |
| —Operating from the | | Lady-day | |
| preceding. | | | 59 |
| —Determin'd | | October 1688. | 129 |
| —Condition of | { | Opening. | 23 |
| the Navy at its | | Determination. | 130 |
| —Different Management | | under | |
| these two Commissions | | compar'd, | |
| Viz. As to their | { | Charge. | 155 |
| | | Effects. | 157 |
| Commissioners of the Navy | call'd | | |
| without their Expectation. | | | 91 |
| —Made equally accountable. | | | 57 |
| —Acting upon Account only, | | and | |
| not as Undertakers. | | 93, 94, | 155 |
| —Their | { | Qualifications. | 44 |
| | | Election. | 47 |
| | | Sir | |

Index.

- Sir Anthony Dean insisted on
by the King for one, and why. 49
- Method of their Procedure. 59, 90
- Obstructed, and whence. 96
- Unbespeak any present perfect
Cure of the Fleets Defects, and
whence. 98
- Conference between the Navy-
Commissioners and Mr. Builders
about the use of East-Country
Timber and Plank. 66
- Concurrence therein. 80
- Corollaries of publick use arising
from the Premises. 211

D

Docks Improv'd and Encreas'd. 144

E

East-Country { *Timb.* } vide Plank
 { *Plank* }

Fleet

Index.

F

Fleet — *Vide* — Ships.

K

King Charles II. *Alters the Method of the Admiralty.* 2

—— *By a Commission on that behalf*
May 1679. 10

—— *Resumes it into his own Hands,*
May 1684. 12

—— *Dies February 1684⁵* 22

—— *James II. Succeeding, applies himself to the Redress of the Navy.* *ibid.*

—— *His Choice of New Hands.* 47

—— *Commission for the Navy, April*
1686. 56

—— *Enquiries into the Disorders there of.* 103

—— *Personal Visits and Inspection into the Tards and Works, and satis*
faction

Index.

faction therein. . 127

—*Withdrawing therefrom, and when.*

213

M

Magazines,—*Vide* } Stores.
 } Storeroom.

N

Navy *enquir'd into* by Parliament. 3

—*Its State,—Vide*— } State.
 } Ships.

O

Officers of the Navy *continu'd, supply'd, and encourag'd* by K. James. 22

—*Their Service* unsuccessful. 23

—*Failures; whence, and whence not*

28

—*Suspended.* 42

—*Tet*

Index.

- *Yet kept in full salary; charg'd only with the making-up their own Accounts.* 43,55
- *Recall'd to their Old Duties, and whence.* 129
- *Reminded of their Accounts yet unadjusted.* *ibid.*

P

Parliament's *Inquisition into the Navy.* 3

—— *Money for the 30 New Ships well paid.* 20

—— *Provision for an Account thereof yet ineffectual.* *ibid.*

Passengers, *The carrying thereof restrain'd.* 108

Pepys—*Mr. — Remov'd.* 1

—— *Recall'd.* 12

—— *His Proposition with the Occasion,*
Con-

Index.

- Conditions, and Effects thereof.* 28, 33,
130, 157.
- *No undertaking.* 32
- *Length and Determination of his
Service in the Navy.* 208
- Periods principally taken notice of in
this Paper, — viz.*
- *August 1678. — Preparation
against France.* 4
- *April and May 1679 — Mr.
Pepys's Removal, and the Ere-
ction of the Commission of the Ad-
miralty.* 6, 10
- *May 1684 — The Dissolution of
that Commission, and the King's taking
the Navy into his own Hands.* 11
- *February 1684⁵. — The Death of
King Charles.* 22
- *January 1685. — The Review of
the Navy taken by King James.* 23
- *April 1686. — Erection of his
New Commission of the Navy.* 56
- *October*

Index.

- October 1688. — *Determination of that Commission and recalling of the Officers of the Navy.* 129
- December 1688. — *The King's withdrawing, and State of the Fleet and Navy then.* 159, 161, 176
- Plank-English, *Not enough for the present Occasions of England.* 70
- *Its Imperfections.* 77
- *Inconveniences therefrom.* 78
- *Compar'd with Foreign, as to Use, Cost and Durableness.* 72
- *Foreign, From whence the best.* 71
- *East-Country, Not wanting in the present Occasion.* 63
- *Use of it Universal.* 64
- *Well reported of by the Master Builders.* *ibid.*
- *Present Importance of a right Judgment concerning it.* 65
- *Conference about it.* 66
- *Deter*

Index.

| | | |
|---------------------------|---|----------|
| —— | <i>Determination concerning it.</i> | 79 |
| —— | <i>Confirm'd in Council.</i> | 82 |
| —— | <i>No Ships in worse Condition, than some whereon none of this Commodity was wrought.</i> | 85 |
| Plate-Carriage | { <i>Abus'd.</i> | 104 |
| | { <i>Restrain'd.</i> | 105 |
| Prizes | <i>granted to Commanders and their Companies.</i> | 121 |
| <i>Vide — Commanders.</i> | | |
| Proposition — | <i>Mr. Pepys's.</i> | 33 |
| —— | <i>No Undertaking.</i> | 32 |
| —— | <i>Approv'd.</i> | 42 |
| —— | <i>Perform'd how, and its Performance evidenc'd.</i> | 133 |
| —— | <i>The Navy thereby redeem'd; At what Charge, and how verified.</i> | 149 |
| —— | <i>State of its Account.</i> | 152 |
| —— | <i>Sav'd therein, and Fruits of that Saving.</i> | 153, 154 |

S

Qua-

Index.

Q

Qualifications of a Commissioner
of the Navy. 44

R

Reformation of the Navy obstructed, and whence. 96

Repairs, *Vide* — Wear and Tear.

Reports of the Works by the Master Builders and Assistants. 97, 135

S

Sea-Discipline, Disorders therein enquired into. 101, 103

— Regulated, but not without Encrease of Charge to the Crown. 101,

115, 120, 124.

Vide — Commanders.

Sea-

Index.

Sea-Stores, *Provided-for by the Pro-*
position. 37

——— *Made good and exceeded.* 139

——— *Their Proportions ascertain'd, and*
enlarg'd. 140

——— *Present Value thereof estimated.*
142

Ships *At Sea* August 1678. 5

——— April 1679. 6

——— May 1684. 14

——— October 1688. 131

——— December 18. 1688. 160

——— Ditto — *A more particu-*
lar List thereof, and why. 161

——— *In Harbour, Their State,*

——— April 1679. 7

——— May 1684. 14

——— January 1685. 23

——— Octob. 1688. 133, 139, 145

——— *Thirty New — Their Ac-*
counts, Vide — Accounts,

S 2 ——— Charge

Index.

| | |
|--|--------|
| — Charge of Building <i>excessive</i> . | 19 |
| — State, April 1679. | 8 |
| — May 1684, and the Import thereof. | 16, 17 |
| — January 1685. | 25 |
| — August 1688. | 99 |
| — October 1688. | 133 |
| — Decays enquir'd into, | 59 |
| — Mistakes thereabout shewn, and Truth open'd. | 60, 86 |
| — Of England — Their General List and State, December 1688. | 176, |
| | 177 |

Shipwrights, *Vide* — Builders.

State of the Navy — *Viz.*

| | |
|---|-------|
| — At Mr. Pepy's Removal, and the Erection of the Commission of the Admiralty April and Ma, 1679. | 4, 10 |
| — In no former time better. | 10 |
| — At the Dissolution of that Com- mission | |

Index.

| | |
|--|---------------|
| mission, and the King's resuming it into his own Hands, May 1684. | 12, 13 |
| ——— Particularly of the 30 New Ships then. | 16 |
| ——— At the Suspension of the Offi- cers and Methods of the Navy, in- trodutive to the Commission suc- ceeding the same, March 25. | 1686. 42, 59 |
| ——— At the Determination of that Commission, and the recalling of the said Officers, October 1688. | 128 |
| ——— Carry'd on to December | 18. |
| 1688. | 159, 176, 177 |
| Stores, State thereof in Magazine, | |
| April 1679. | 7 |
| ——— May 1684. | 15 |
| ——— October 1688. | 142 |
| <i>Vide—Sea-Stores.</i> | |
| Store-Room wanting in the Navy. | 143 |
| | <i>Sup</i> |

Index.

—Supply'd by New Erections surmounting all the Old. 144

T

Tables, *Vide*—Commanders.

Thirty New Ships, *Vide*—Ships.

Timber, *Vide*—Plank.

Time, demanded by the Officers of the Navy for repairing the Fleet, doubled. 26

—Yet more Excessively lengthened. 27

—None to be depended on from them. 28

—Within what, and how to be performed by the Proposition, 36

—Made good, how. 127

Toadstools growing in the Holds of the 30 New Ships. 87

W

Index.

W

- Wear and Tear to be made good by
the Proposition at 22 s. per Man a
Month.* 40
- *Perform'd.* 146
- *The lasting Importance of this
Article to the Crown.* 147
- Works— How divided between the
Old and New Hands.* 54
- *More chargeable than estimated.*
95
- *Their Performance what.* 96, 133
- *Personally visited by the King.*
127
- *And Perform'd to his satisfacti-
on.* ibid.

F I N I S.

1871

W

Went and F. M. L. is a good

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

the book is a very fine

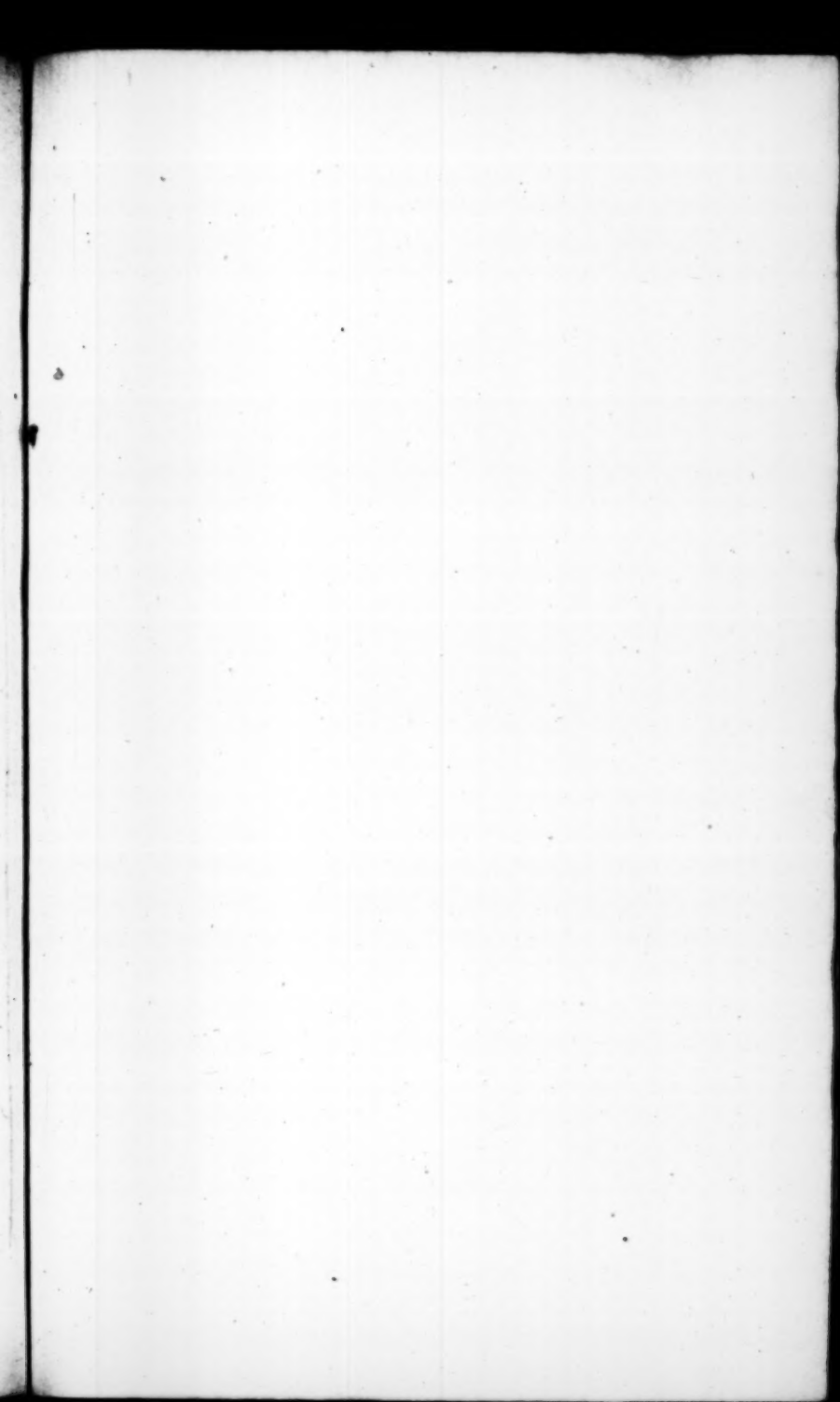
the book is a very fine

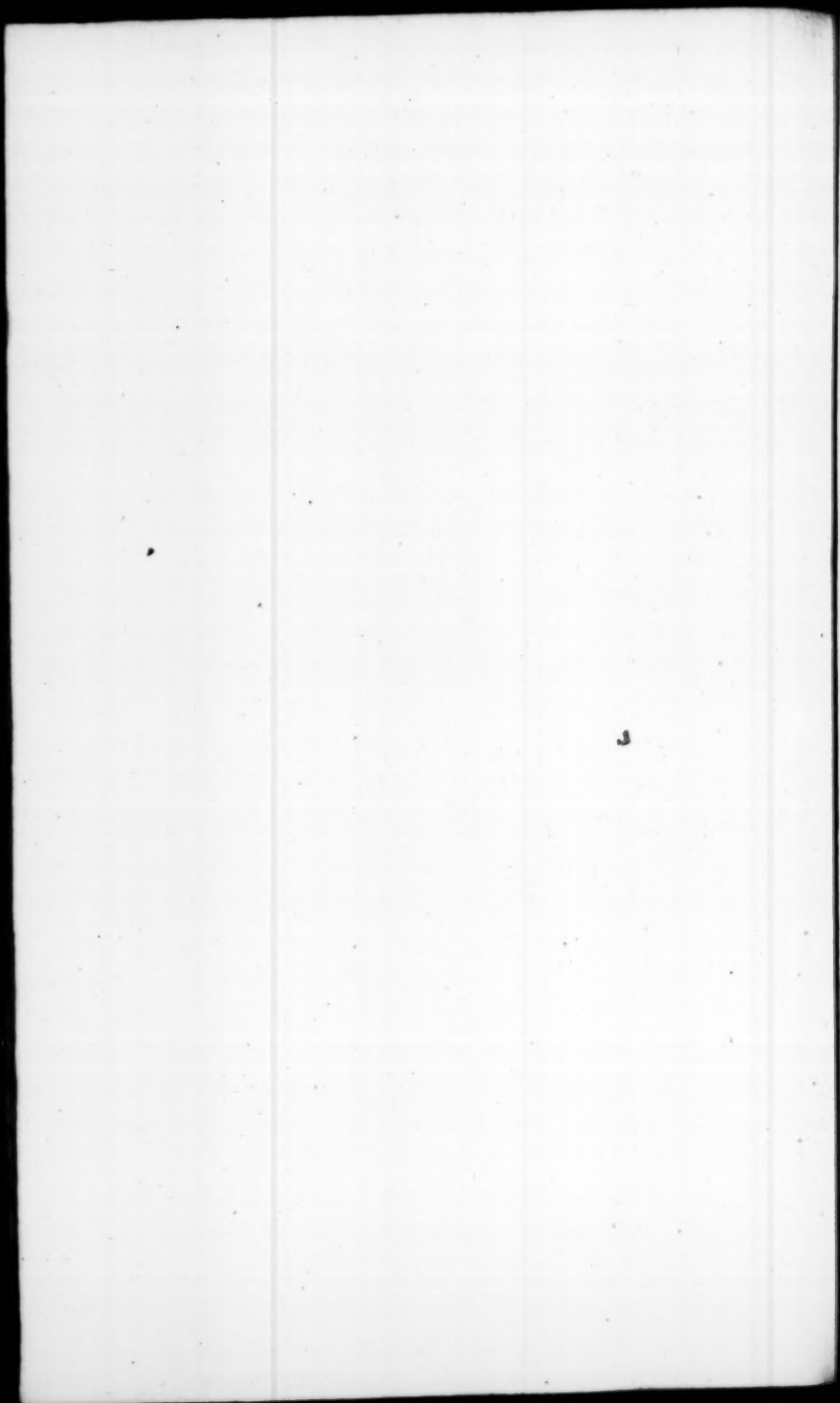
the book is a very fine

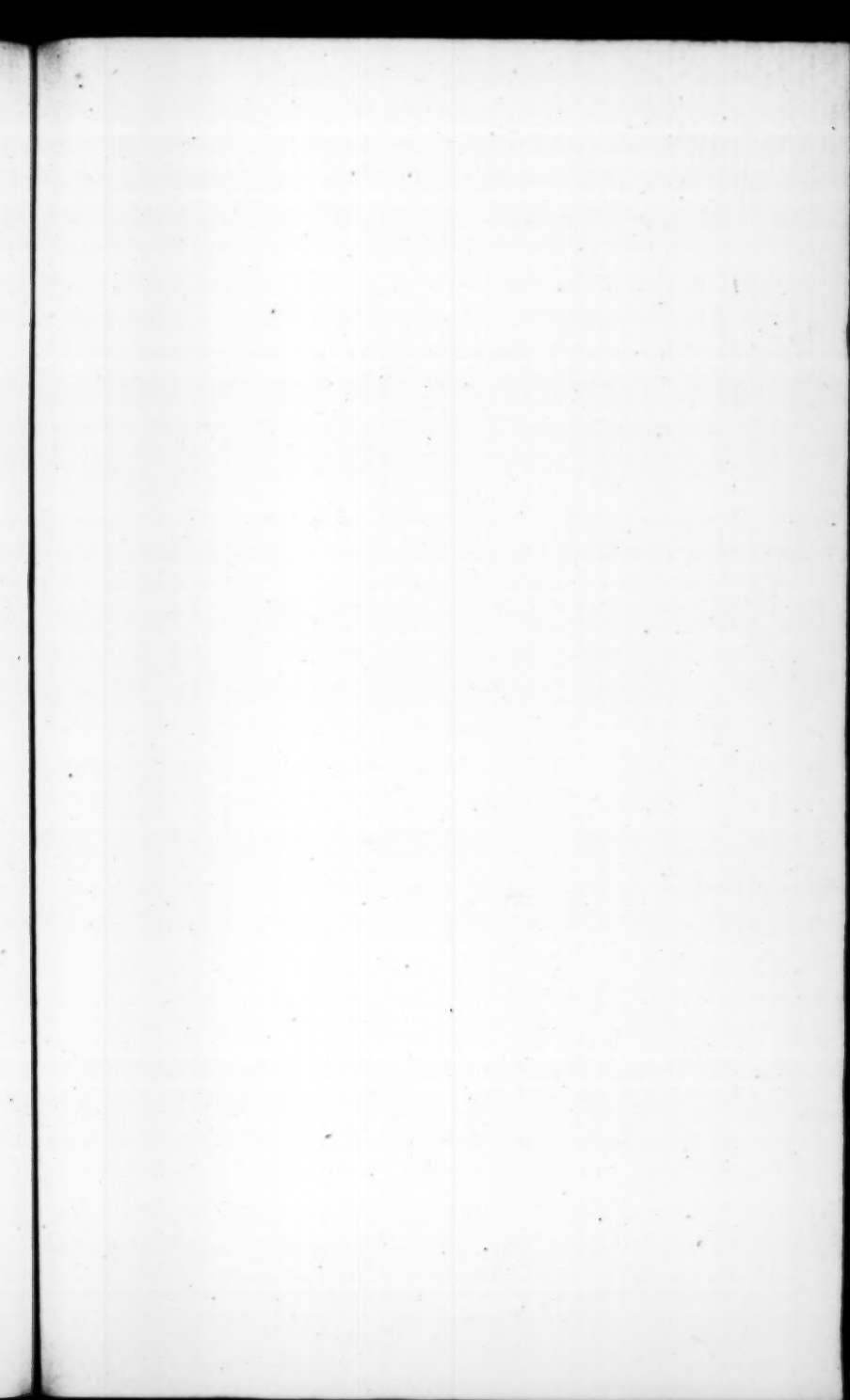
the book is a very fine

the book is a very fine

the book is a very fine







*A General STATE of ACCOUNT, Relating to the 400000. l. per An.
Mr. Pepys's PROPOSITION; As also to other Monies receiv'd, Works
mission began March 25. 1686. and Determined October 12. 1688.
verifying the same.*

The Exchequer to the Navy is

Dr.

The Proposition of 400000 l. per Ann., assign'd for the particular Works and Services especially nam'd therein

1015384:12:00

The Excess of Charge in the Repairs of Ships and Vessels beyond the Estimates thereof made by the Officers of the Navy, according to the 2d. Article of the said Proposition.

82870.

Extraordinary Works and Services perform'd in pursuance of special Articles in the said Proposition, not chargeable upon the 400000. l. viz.

The like Excess (according to the 2d. and 3d Articles of the same) in the Charge of Rigging, and Boatfwains and Carpenters Sea stores beyond their Estimate.

41016.

200486:00:00

The Value of Ware, and Tear of 24 Ships and Vessels repair'd, equipp'd, and furnish'd with Sea stores, computed but at 22 s. per Man a Month, according to the supplemental Article in the Proposition relating to Ships at Sea upon the 25th. of March 1686. that should come in during this Commission.

76600.

To so much upon

Extraordinary Works and Services done by Order, neither provided for, nor mention'd in the Proposition, such as (among others) the Erecting the several Storehouses, and other New structures in the Yards; the Magazines of Stores, provided for the General service of the Navy, over and above the 8 Months Sea stores set apart for each Ship; and the Excess of Charge in Victuals and otherwise upon the Ships set out for the Lord Dartmouth's Fleet in August and September 1688, above the 4000 Men provided for in the Proposition, &c.

178905:01:07

From Total

1394775:13:07

Take the Credit-side

1087205:04:03

Exchequer remains Debtor to the Navy upon this Account, over and above the 121292 l. per Contrà.

307570:09:04

And payable out of the Exchequer to the Treasurer of the Navy, for answering
 done, and Payments made Extraordinary in the Navy, under the Late Com-
 mending two Years, Six Months and two Weeks; according to Particulars

Per Contra

Cr.

Payd to the Treasurer of the Navy in part of the 1015384. 12. 00.
 per Contra —————

£. s. d.
 849670:0:0

Credit to be
 given this Ac-
 count, according
 to the 2d. 3d. and
 5th. Articles of
 the Proposition
 for

So much less expended in the Repair of se-
 veral Ships, than they were Estimated at —

17385.

The Value of the Estimates wholly unexpen-
 ded upon Ships judged irreparable —

6553.

The Value of the Estimates of three Ships
 remaining still to be repaired, viz. —

Prince ————— 4329.

Victory ————— 2841.

Royal-Oake ————— 968.

8138.

The Value of the Hulls of two of the small
 Frigats forborn to be built by the special Com-
 mand of His Majesty, —

6000.

38076:0:0

More paid to the Treasurer of the Navy in part of the
 178905:1:7. per Contra. —————

66167:4:3

More chargeable on the said Treasurer for the Proceed of several
 Ships and Vessels sold as decay'd and unserviceable; with other ex-
 traordinary sums in further part of the 178905:1:7 per Contra, —

12000:0:0

78167:4:3

So much left unpay'd by the Commission at the Determina-
 tion thereof (with its Value left in the Exchequer upon the
 Fond of the Proposition for defraying the same,) —

Viz.

Upon { Wages to the { Ships at Sea ————— 104132.
 { Tards ————— 8500.
 { Bills for Stores, Workmanship, &c. unadjusted — 8660.

121292:0:0

Total ————— 1087205:4:3